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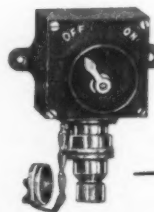
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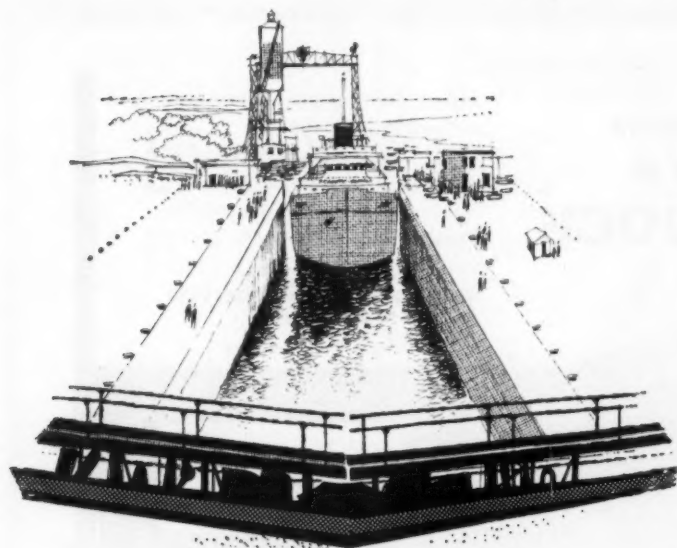


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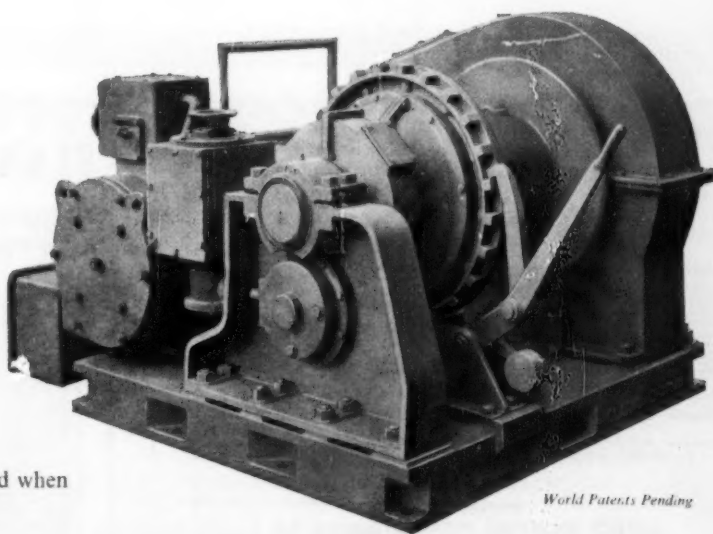
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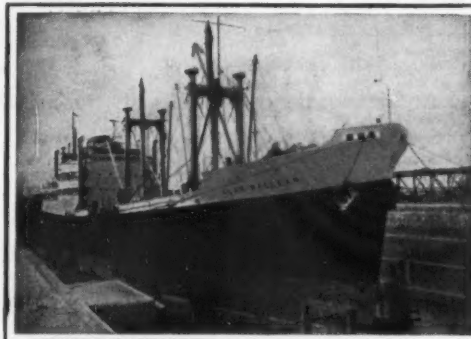
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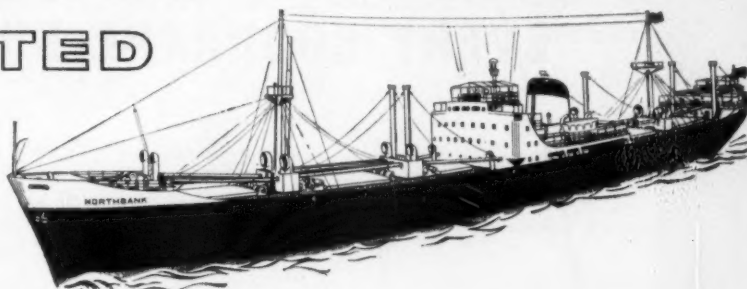
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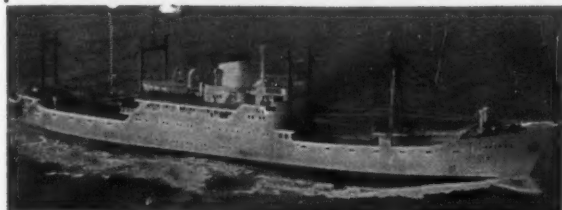


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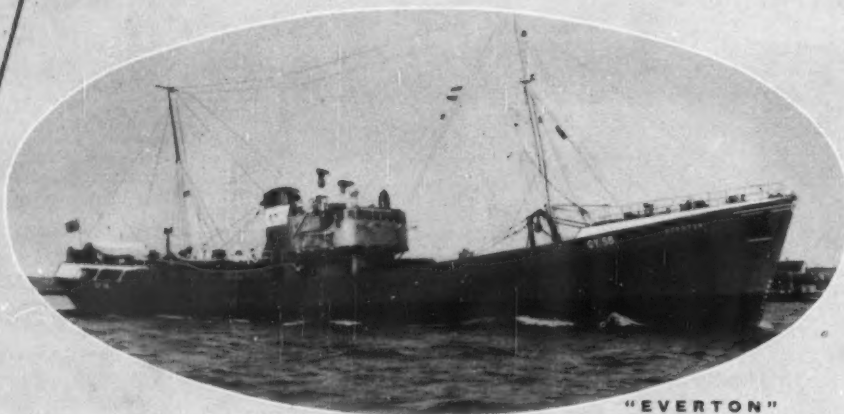
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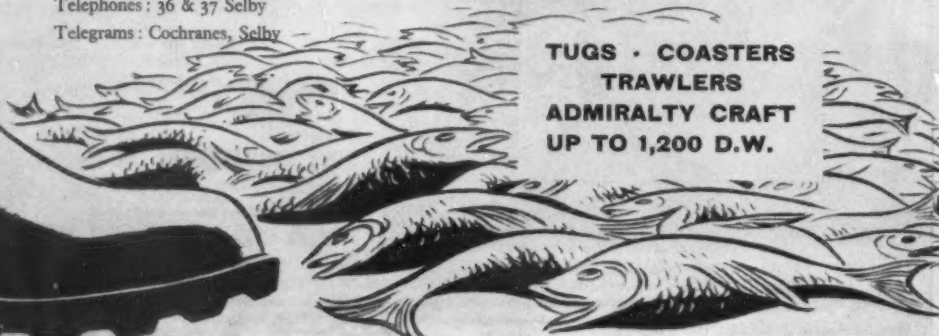
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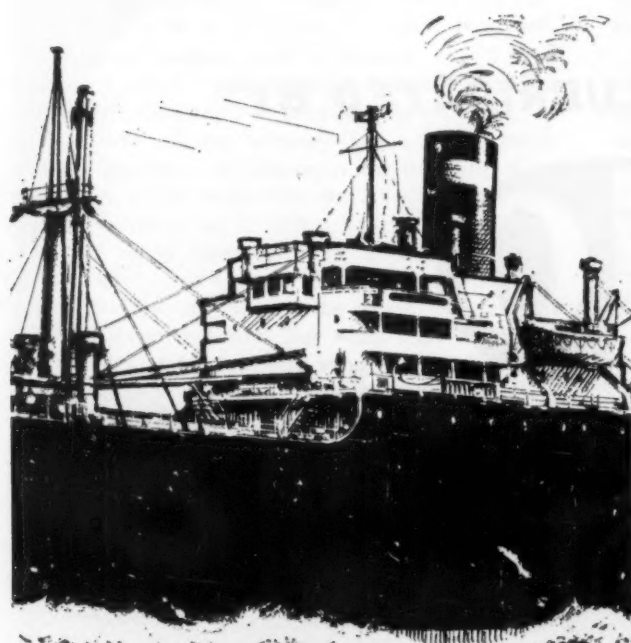
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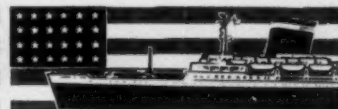
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"FOR WHOM THE PORT EXISTS"

PITY the poor port user . . . He "is not a party to dock labour disputes nor does he enjoy any rights of intervention to mitigate his losses or recover his goods. He is not responsible for the organisation of the port or for inadequacies in road approaches. He can do no more than state his requirements and complain when they are not met. Yet the user is the customer for whom the port exists, and the free flow of his goods through the docks is essential to the nation's economy." That lament and statement of two basic truths are taken from the opening sentences of the report on London docks presented by the London Chamber of Commerce as evidence to the Rochdale Committee, now in active session. The report, following the Chamber's earlier interim reports on the tally clerks' strike and the Forster inquiry, was already in preparation when the Rochdale Committee was appointed. But it was reframed to take account of this new development and now serves the dual function of winding up the comprehensive study of the problem which the Chamber has made and starting the Rochdale evidence ball rolling, at least so far as published evidence is concerned.

The report confines itself to London, and thus to only a part, albeit a most important part, of the ground which Lord Rochdale's committee is investigating. Its authors have all the modesty and restraint which naturally attaches to an intelligent understanding of the complexity of the issue. We don't know about port organisation (they say in effect); that is up to the experts. But we do know, as users, where it appears to fail and where our business gets held up by delay, to the detriment of the user and the nation. The restraint has doused the fireworks. But while there is nothing very startling or revolutionary about it, the report does contain much that is worthy of consideration. Typically objective is the Chamber's implied criticism of its own members in considering how to open out the bottleneck of delivery and collection of goods, particularly the pile-up which precedes closing dates. When 30 per cent only of export cargo finds its way to the docks during the first half of the receiving period and between 30 and 35 per cent is not delivered until the last day, the procedure may be honoured by time but is dishonoured on every other count. The report urges reconsideration of the scheme of reception depots outside the docks for small consignments which was tried by the Port of London Authority but failed, so the Chamber thinks, because of inadequate propaganda. It considers much could be done by cooperation among

users. "It is so vital that a solution should be found, however, that failing voluntary action more drastic measures, such as a surcharge on late deliveries or even some form of overall regulation may become necessary."

For a change, the P.L.A. gets a pat on the back—both its constitution and the efficiency of its executive. But it is seen to be inhibited in long-term planning by its terms of reference and unwillingness to increase charges. There is therefore no clear picture of what is really needed to ensure that the port meets fully the needs of the nation's overseas trade. It is suggested that a comprehensive and carefully costed plan for the future should be requested from the P.L.A. and it should be for the Government to decide what projects should be assisted. "Bearing in mind the fundamental role of overseas trade in the national economy, it is not extravagant to suggest that some improvement might well justify aid from the national exchequer, at least as much as, for example, the building of the new Cunarder." With growing competition in the transshipment trades by Continental ports, the need for such a plan is urgent and obvious.

But when all is said—and planned—it is the attitude and behaviour of dock labour which will finally determine whether the situation in British ports, and London in particular, will improve or deteriorate.

Though the most important problem, labour is also the most complex and intractable, and the Chamber cannot offer any specific solution. It is convinced, however, that the Rochdale Committee must consider the matter *de novo*. The plain fact is that the Dock Labour Scheme is not working satisfactorily from the user's point of view, and has continually failed to prevent unofficial stoppages in the five years since the Devlin Committee endorsed its constitution. If drugs have failed is surgery needed?

The London Chamber of Commerce suggests there may be advantages in having a much higher permanent labour force in London. And it puts forward some ideas for improvement in the field of what might loosely be described as public relations—more specifically the relations between labourer on the one hand and both employer and port user on the other. It is undoubtedly true that, whatever the cause or origins, there is a lot of ill will and suspicion to be overcome before anything like a happy state of affairs is reached. The success or failure of the Rochdale inquiry will hinge, more than anything else, on whether it is able to make an impact on the labour situation; and whether it can incidentally scotch the curious notion—almost subconscious but terribly pervasive—that ports exist to provide employment to dock workers.

Current Events

Subsidies for Trawlers

THE GOVERNMENT'S PROPOSALS for giving financial assistance to the fishing industry have not been welcomed by the British Trawlers' Federation, mainly on the ground that they fail to adopt the basic proposals of the Fleck Report, which, according to the trawler owners, "offered a bold and imaginative chance of putting the industry on its feet" and gave a good chance of the industry achieving economic viability within ten years. The theme of the Fleck recommendations was that any financial assistance to the industry should be directed as an incentive to efficiency and not as a bounty to the needy. They understood the overwhelming need to banish uncertainty as far as possible, and so arrange affairs that the trawler owner in building a new ship, probably of a new type, should know where he stood over the next ten years. The Government's proposals leave the position completely uncertain. They give no firm indication of what the initial basic subsidy will be, and in any case make it subject to annual revision. The Federation's proposals are for a basic operating subsidy amounting to £10 per day at sea for near-water vessels, £15 for middle-water vessels and £20 for distant-water vessels. These rates would remain static for three years and be reduced in seven equal instalments, willy nilly, so that all subsidies would be eliminated by the end of ten years. The Federation feels that the stable period of three years is necessary to allow owners to adapt themselves to changing conditions, to develop their ideas of new types of vessel, and to order them. It is surprising that this steady, definite and specific programme for eliminating all subsidies to the fishing industry (at a cost of £18½ mn as against £15 mn) did not appeal to the Government.

Grants and Loans

ON THE QUESTION of grants and loans for building new trawlers the Fleck Report put forward the strong view that decisions as to the types of vessel to be built should be taken by the individual trawler owners and not be imposed (by the sanction of withholding a grant) by some central committee in Whitehall. The Government proposes that an Advisory Study Group should be set up to examine experimental work. It is not clear whether this is to be limited to work on finding new fishing grounds, and popularising new species, or whether it is to extend to ship design, ship construction and, logically, operating the new ships to see their performance in action. It is understood that the Government does not want to encourage the building of conventional trawlers while this Advisory Group is studying ship design. The British Trawlers' Federation comments: "If this Advisory Group is in fact going to direct the pattern of future building, it goes clear against the recommendations of Fleck and clearly against the wishes of the industry." The industry view is that grants and loans—at 25 per cent of cost without limits for grants, and up to £80,000 per vessel for loans—should be forthcoming for all, but that the White Fish Authority (or its successor) should exercise reasonable administrative control to see that the matter is reasonably dealt with.

Trade with China

Two disastrous crop failures have compelled China to import millions of tons of grain from Australia and Canada, and reports of a third "bitter year" indicate that this type of employment for tramp ships is likely to continue for some further time. Both Canada and Australia expect China to go on importing wheat for a number of years; and the *Far East Economic Review* considers that

this does not appear to be conditional on any fluctuations in the harvest. "It may be that apart from any questions of stockpiling or convenience in feeding urban centres on the eastern seaboard, China has discovered that she can increase her trade and make a 100 per cent profit by exporting rice, which sells for roughly £40 per ton, and importing wheat at only £20 per ton." Exports of Australian wool to China have also increased enormously in recent years, due to the expansion of the Chinese textile industry, and it is believed that China is interested in other commodities beside grain and wool, such as leather and tallow. China probably hopes to pay for much of her Australian imports by exporting to Australia, particularly textiles, but Australian importers are also believed to be interested in such things as chemicals and minerals, as well as bristles and tung oil. There is no doubt that China has a tremendous trading potential. The rapid growth of her population alone is sufficient to guarantee this, for it is increasing at a rate in the region of 3 per cent per annum, which means anything from 15 to 20 million more mouths to feed and bodies to clothe each year.

A Test Case

THE PRACTICE of encouraging export shipbuilding by some form of subsidy is not without its snags, as the Japanese Government is discovering. The case of the tanker *Olympus* (a 73,000-dwt motor tanker now fitting out, whose technical features are reported on a later page) is described in *Japan Shipping & Shipbuilding*. The construction of this vessel was authorised in December 1958 as a ship destined for export, and thus qualifying for a loan from the Export-Import Bank, and this classification is still supported by the Japanese Ministry of Transport. But the Finance Ministry, which is responsible for approving Government loans, is now asserting that the *Olympus* is not a true export ship. The facts appear to be that the company which ordered the ship, Olympus Shipping & Trading, is a Liberian firm which is a fully-owned subsidiary of a firm named Pacific Sunrise; and this in turn is a fully-owned subsidiary of Idemitsu Kosan, the Japanese oil company. It is reported that on completion the ship will be chartered to Iino Kaiun, a Japanese shipping company, and then sub-chartered to Idemitsu Kosan for use on the Persian Gulf/Japan route carrying crude oil. This, it may be thought, is a rather complicated way of obtaining control of your own ship, but there would seem to be no reason why someone wishing to run their fleet in this way should not do so. And if it eventually turns out that such procedure qualifies a ship to count as an export in Japan, a great many more Japanese shipowners are likely to follow suit.

Assistance for German Shipyards

CONSULTATIONS have been taking place between the West German Ministries for Economy and Finance in Bonn concerning governmental assistance for the shipbuilding industry. The government has set up a committee to work out the details of an aid programme comprising financial aid as well as direct government orders for naval ships. One, a direct aid measure, is believed to be a DM200 mn credit from the Kreditanstalt für Wiederaufbau. These credits, however, will be made only for foreign orders, particularly from "underdeveloped" countries. Credits from governmental funds will run over eight years and will pay an interest of 5 per cent. These credits have been designated by the government as "indirect aid to underdeveloped countries." So far as normal foreign orders are concerned the regulations of the Berne Union

will have to be considered in regard to terms of payment, but concessions might be possible for orders from underdeveloped countries by which credit terms of even more than ten years might be granted. The new aid programme will also include measures to assist the shipping industry as well as the fisheries. Details of these credit terms and financial aids have still to be worked out, but it is understood that relief will be given to German shipowners for newbuildings as well as premiums for breaking up tonnage.

High Berth Utilisation

DURING her first year of operation between New York and Italy the Italia Line's passenger liner *Leonardo da Vinci* has carried a record number of passengers and achieved an average berth utilisation figure of 94.46 per cent. Considering the seasonal nature of trans-Atlantic traffic, this is a remarkable figure. In her first year she completed fifteen round voyages and carried 34,944 passengers across the Atlantic, thus surpassing the record figure of 34,264 set up by the Italia Line's *Rex* in 1937. In addition the *Leonardo da Vinci* carried another 10,350 passengers on Mediterranean voyages only. It looks as though she is likely to break the record of her running mate *Cristoforo Colombo*, which in 200 crossings of the Atlantic has carried 201,043 passengers. The *Leonardo da Vinci* certainly deserves to be a popular ship, for she cannot be faulted on appearance, service, comfort and cuisine.

Japanese Port Congestion

CONDITIONS in Japanese ports have deteriorated a great deal in the past few months, due to overloading of the available facilities. To deal with this trouble, both emergency and long-range programmes to remedy the congestion have now been formulated by the Japanese Ministry of Transportation. It is proposed to set up a special group at each principal port, with members drawn from the Government agencies and industries concerned, to survey local conditions and recommend and enforce measures to counter the congestion. These will be backed by a central group formed within the Ministry which will settle problems that cannot be dealt with locally, and will study what measures can be taken on a national basis. Tokyo and Nagoya are two of the ports worst affected. The Ministry reported that 1,147 ships were delayed a total of 20,068 hours before they could berth in Tokyo during July. This compared with 575 ships delayed a total of 10,076 hours during June. At Nagoya in July 338 ships were delayed a total of 5,501 hours, compared with 126 ships delayed a total of 1,684 hours in June. The report also said that 175 ships were delayed in Kobe for 5,508 hours during July, against 81 ships delayed for 1,881 hours during June; and at Osaka 106 ships were delayed 6,228 hours during July compared with 96 ships delayed for 2,843 hours during June. Clearly this sort of thing cannot be allowed to continue if the expanding Japanese trade is not to suffer. However the Japanese are an efficient nation, in contrast to some Oriental countries, and they should be able to correct matters.

Monrovia Port Development

MONROVIA is not merely the place of registry for the world's largest fleet of general purpose shipping, dry-cargo and tanker. That claim, which it never bothers to stake, is only a by-product of extraneous circumstances. In its own right it is on the way to becoming a port of consequence. A new ore pier for the National Iron Ore Co Ltd is due to be completed this month. A tanker berth to handle vessels up to 35-ft draught is scheduled for completion in November. Extensive new cargo, handling equipment is on order. Dredging recently completed has increased the depth in the turning basin from 30 to 35ft

and there are plans to achieve depths of 37ft 6in throughout the new harbour; the limiting draught has been 28ft. Finally, work has just begun on a further ore pier, 855ft long with berthage on either side for ships of up to 35-ft draught. This will be used by the Liberia Mining Co for shipping high-grade iron ore mined in the Bomi Hills, just over 40 miles inland. The Monrovia Port Management Co is cooperating in the project and construction is being carried out by Raymond International Liberia Ltd. The contract is valued at more than £500,000 and is due for completion next January—good going if it is achieved. Besides the main pier, which will be of steel piling with cathodic protection, six mooring dolphins are to be provided on either side. Ore loading will be carried out by a movable tower fed by a belt conveyor going back to the shoreside where rail cars will dump directly on to the belt. Maximum loading capacity will be about 2,500 tons of fines and concentrates per hour, or 1,690 tons of lump. In 1958, 2 mn tons of ore were exported through Monrovia. This year the figure is expected to reach 3 mn tons and by 1965 it is estimated that between 10 and 15 mn tons will be shipped.

Ore Port Project in South Wales

A DEEP-WATER terminal where large ships can discharge cargoes of iron ore may soon be built on the River Severn between Newport and Goldcliff. The Ministry of Transport has received an application from a firm of marine surveyors, acting on behalf of Richard Thomas & Baldwins Ltd, for permission to carry out surveys and investigations into the scheme. The proposed iron ore terminal would be sited in the Newport Deep. This is an area to the east of the River Usk entrance and the area to be surveyed covers a stretch of coast and water between the East Usk Lighthouse and Goldcliff Pill. The coastline lies immediately below the Spencer steelworks site and it would be an easy matter to transport the ore to the works—possibly by an overhead conveyor system. The effect of the terminal on Newport docks would be serious, for it had been expected that the docks would handle up to three or four million tons of iron ore a year for the Spencer Works and Ebbw Vale. Already there are two modern iron ore quays available there and discussions had been proceeding about building a third at the south dock to cater for the Spencer Works traffic.

Pilferage

SHIPOWNERS and managers are as much concerned as any with the problems of pilferage, which still forms a major source of loss to cargo underwriters, and many firms now arrange to provide special lock-up stowage for small parcels of merchandise which are known to be "attractive" to thieves. Many different reasons are advanced by interested parties all over the world as to how opportunities for pilferage arise, and many theories are offered as to the best means of avoiding losses of this kind. One of the most usual explanations of pilferage claims on marine underwriters is one which does not come to light very often. It is quite a common occurrence when a vessel's cargo is discharged to find that there are a number of packages which have been mis-sorted to marks or, for some reason, have become separated; when this happens these packages are sometimes stored in an odd corner in the transit shed where there is every opportunity for pilferage. It is difficult to form any accurate estimate of the quantity or value of goods pilfered in any large port. The recent prosecution of dock labourers in the Port of London is a serious reminder that large quantities of goods are lost each week by pilferage, although confident statements are made from time to time that pilferage has been reduced considerably in a given port, these statements obviously are open to question.

ON THE "BALTIC"

EFFECTS OF CONGESTION IN JAPANESE PORTS

By BALTRADER

IN SPITE of a recent spate of sugar chartering from Cuba to Japan and the continuing coal inquiry from Hampton Roads to the same destination, the demand for scrap tonnage from both U.S. North of Hatteras and U.S. Gulf to Japan remains a feature of the outward markets. Needless to remark, it has not escaped owners' notice that scrap cargoes have been receiving about the lowest priority of any commodity in Japan's congested ports in recent weeks, and consequently owners have lately been paying rather more attention to charter terms, and refusing to be dazzled by the alternative rates quoted. Owners of Liberties, for example, have been asking up to \$1,000 per day demurrage as an insurance against delay, but have at the same time been trying to keep the dispatch rate down to say one-third of the demurrage figure in case the turnaround in Japan improves and dispatch money becomes due. Scrap charterers, on the other hand, have become increasingly interested in timechartering rather than taking ships on a lumpsum voyage basis, and recently several Liberties and other warbuilt oilburners have been fixed at around \$2.85 with delivery U.S. Gulf or U.S. North of Hatteras for the trip to Japan with a lumpsum bonus of about \$22,500. The bonus is not strictly a ballasting bonus, for some of the ships have been available either on the spot or in nearby waters, but nevertheless it does keep the basic timecharter rate down, at the same time giving owners incentive to bring ships in from farther afield.

While so much attention is focused on the firm outward markets it is not surprising to find many owners far more preoccupied with the Far East, where ships continue to congregate and conditions are not quite so easy. A few weeks ago Japanese timecharterers took a number of big motorships on short period charters for log trading in the East, but lately there has been very little Japanese timecharter inquiry and no doubt this is due in part at least to fear of congestion and delay in Japanese ports. In the meantime Chinese operators continue to redeliver in China many of the ships which they took on timecharter earlier this year. This is not to suggest, of course, that owners with ships finishing in China or Japan cannot find employment for their ships, as was the case in some recent summers, but it is seldom possible to secure business on the spot and long passages in ballast are the order of the day. On the North Pacific market, for example, inquiry is slow but better rates have lately been paid for grain to Japan, and the high scrap rates now quoted from the U.S. Gulf to Japan are sufficient to attract ballasters. Alternatively, many owners of ships in the Far East prefer to mark time by fixing with ore from Mormugao to Japan, and at current rates it is possible to proceed in ballast from Japan to South Africa for return cargoes of ore or maize.

Potential Australian Business

Finally, of course, there is the Australian market which, though quiet, as one would expect at this time of the year, nevertheless has a fairly wide range of potential business for an interested owner. At the moment, for example, wheat is workable to the U.K. for October onwards at about 72s 6d basis West Australia loading, just about the same level as at this time last year. In contrast, today's Gulf/Japan scrap rate of around \$142,500 was \$103,500 twelve months ago, while the Gulf/Japan grain rate, standing at \$11.50 or more today, was worth a mere

\$9 last August. Apart from the U.K., however, there has lately been inquiry for wheat from West Australia to India for August and September loading, and from Eastern Australia to Spain for December.

For many years now Australia's coal exports have been increasing in importance, and the time after the last war when she had to supplement her own resources with imports from India is a thing of the past. Japan is particularly interested in Australian coal, and fixtures are reported from time to time on the London market although no doubt Japanese tonnage takes a major share of the trade. At the present moment charterers are inquiring for contract tonnage to lift large quantities of coal annually over the next six or seven years from Newcastle, N.S.W., to Japan. Provision is made for the fact that after a year or two the depth of water at Newcastle will be increased from about 27ft 6in to 30ft or more, thus allowing large modern bulk carriers to load full cargoes.

The Freight Markets

The trades out to the Far East were again the feature of the freight markets last week and high rates were paid. The *Archon Raphael* takes bagged sugar from Brake, Bremerhaven and Hamburg to Japan at 92s 6d f.i.o., September 23/October 16, and a vessel was fixed with bulk potash from Stettin to Japan at \$13 f.i.o. for August/September loading. In the early part of the week the *Cape Palmas*, 9,500 dwt for cargo, 475,000 cu ft bale, was fixed with scrap from the U.S. Atlantic to Japan at \$142,500 f.i.o. for September, but later in the week similar business was arranged at \$140,000. Several ships were fixed with bagged sugar from Cuba to Japan including *Gloriana* at 101s 9d f.i.o. and free taxes, November 10/December 7. There were also several fixtures with heavy grain from the U.S. Gulf to Japan including *Devon City*, \$11.75 free discharge, September 25/October 20.

The trans-Atlantic grain trades were not active but fixtures included *Suninger* with heavy grain from the St Lawrence to Belfast at 46s, August 24/September 5, and the *Carl Fritzen* with a similar cargo from the U.S. North of Hatteras to London or Avonmouth at 46s. 9d, option Hull at 49s 3d, August 28/September 10. The *Mar Tirreno* takes wheat from Churchill to Antwerp, Rotterdam or Amsterdam at \$5.50 free discharge, September 10/25. The River Plate market was inactive but fixtures from South Africa included *Amstelhoek* with maize from Cape Town to Rotterdam at 52s 6d, option Bremen at 56s 6d, both ports 57s 6d, September 1/25, while from Mauritius the *Graig* was fixed with bulk sugar to London, Liverpool or Greenock at 66s 3d, current rate discharge, option Antwerp, Rotterdam or Amsterdam at 65s less, free discharge, September 9/October 10. On the Australian market fixtures included *Gloxinia* with bulk wheat ex silo from South Australia to U.K./Dublin at 82s 6d, option London at 80s, Antwerp/Hamburg range at 77s 6d, option bulk wheat ex bags at 15s extra, November 1/30, and a vessel was taken for coal from Sydney, N.S.W., to Hirohata/Muroran range at 41s f.i.o.t., October 5/30.

Timecharter Business

Timecharter fixtures included *North Duchess* (ms), 12,360 dwt, 603,000 cu ft bale, 13½/14 knots on 15 tons fuel oil plus 1 ton diesel, delivery Hamburg, redelivery U.K./Continent, two Brazilian round voyages at the satisfactory rate of 24s 6d per ton, August 21/24.

NEWS FROM OVERSEAS

From THE SHIPPING WORLD'S Own Correspondents

Lauritzen Results

THE J. Lauritzen shipping company, of Copenhagen, is a private company and therefore under no obligation to publish its accounts. A statement which has just been given says that gross earnings in 1960 amounted to Kr180 mn, of which 92 per cent came from traffic between foreign ports. After deduction of costs paid in foreign currency, Kr53 mn were surrendered to the National Bank of Denmark. Employment in ships, offices and associated firms (Aalborg shipyard, Atlas engine works, etc) totalled 6,100 persons. During last year three old steamers were scrapped and two modern Polar motor vessels of 4,275 and 2,675 dwt respectively were commissioned, and by the turn of the year the fleet totalled 42 vessels aggregating 213,000 dwt. Due for delivery this year are one refrigerated cargo vessel of 5,600 dwt, one Polar expeditionary vessel of 2,100 dwt, and three Polar cargo ships of 3,700 dwt each. In 1962 a diesel tanker of 38,400 dwt and two 2,400-dwt Polar vessels will be delivered. A total of 64,400 dwt of new tonnage is on order.

New Class for Hamburg South America Line

THE FIRST will shortly be completed of a new class of six cargo liners for the Hamburg-Südamerikanische Dampfschiffahrts-Gesellschaft (Eggert & Amsinck). This line is the most important of the shipping companies owned by the German industrialist Rudolf A. Oetker, who has more than 40 ships in service under his various house flags. The six new Hamburg-South America ships are being built at three German shipyards, two at each of Howaldtswerke Hamburg A.G., Kieler Howaldtswerke A. G. and Deutsche Werft. The six ships all have "Cap" names, and the first to be completed will be the *Cap San Nicolas*, which will be delivered next month by Howaldtswerke, Hamburg A.G. The new class are the second in the history of the company to have "Cap" names (students of naval history will recall the famous armed merchant cruiser action in the 1914-18 war between the Cunarder *Carmania* and the *Cap Trafalgar*). They will replace the older "Santa" class ships, which were built during the period of Allied shipbuilding restrictions shortly after the last war. The six new ships represent a total investment of about DM90 mn.

As shelterdeckers with construction to full scantling standards, the new ships have a deadweight of 10,300 tons. Their gross tonnage is 9,500 tons. The length o.a. is 577ft, length b.p. 473ft 10in and breadth 70ft 3in. The bow is bulbous, as the service speed is 20 knots. There are two continuous decks, with a forecastle extending to the after end of the midships deckhouse. The six holds have a total capacity of 640,000 cu ft, this including 150,000 cu ft of refrigerated space and six tanks for vegetable oils with a total capacity of 40,000 cu ft. There is no funnel in the

normal sense of the word, the exhaust from the 11,650-bhp M.A.N. diesel engine and the auxiliaries being discharged through two posts abaft the superstructure. Two more of the six ships, the *Cap San Marco* and *Cap San Agustin*, have been launched by Kieler Howaldtswerke.

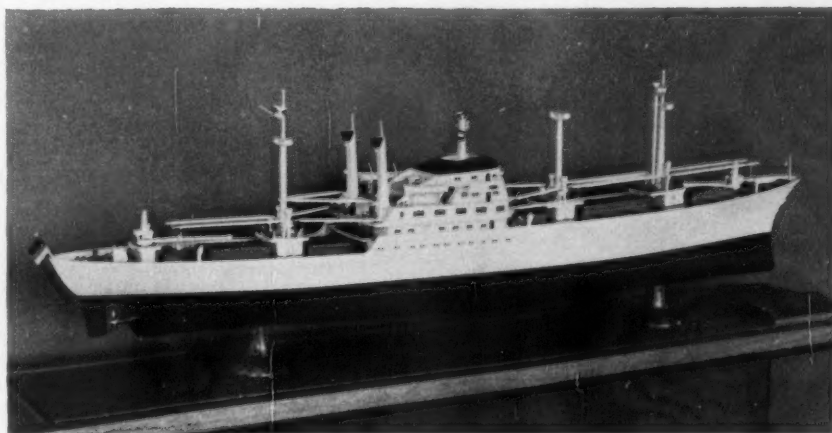
Norwegian Completions

AN UNUSUALLY large number of vessels were delivered to Norwegian owners from Norwegian yards during July, the month when most of the yards close down for the summer holidays. The most interesting vessel was perhaps the *Norbulk*, a motor bulk carrier delivered by Kristiansands Mek. Verksted to I/S Norbulk Brodrene Jakobsens Rederi, Tromsø. Of 28,500 dwt, she is the largest bulk carrier so far delivered by a Norwegian yard. Fitted with an Aker-built B & W diesel engine with six cylinders developing 9,400 bhp at 115 rpm, she reached a top speed of 17.4 knots on her trials. No loading or unloading gear has been fitted, and nine separate cargo holds are served by hatches each covered by two steel covers operated hydraulically. The auxiliaries consist of three diesel aggregates made by Bergens mek. Verksteder while the generators are made by Thrige, Denmark. The vessel was built in the new dry dock which the yard completed some time ago, and it has taken a little over 12 months to complete. The ship has cost about Kr30 mn, it was announced on the trial trip. It was also announced that the yard has orders to keep it busy till 1969, and that large expansion will soon be started.

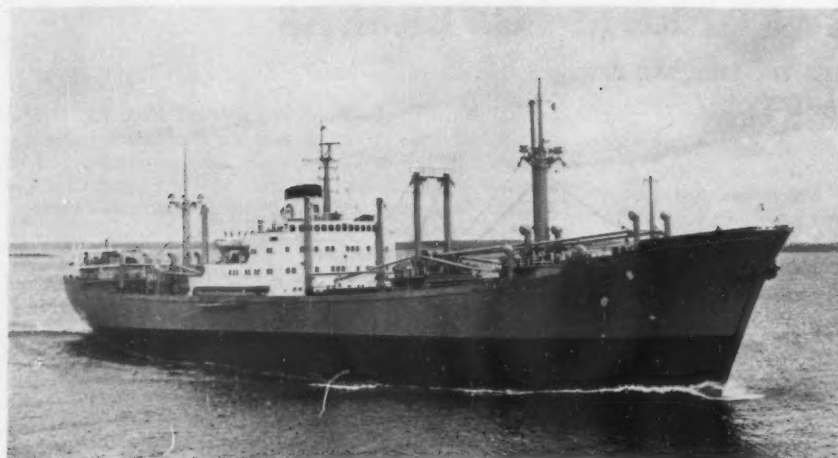
Kaldnes mek. Verksted, Tonsberg, delivered another bulk carrier, the *Morgana*, to A/S Tanktransport, Tonsberg. This vessel which is of 15,100 dwt is the first of three similar vessels to be delivered by the yard. She has been built on drawings and plans supplied by Kockums Mek. Verkstad, Malmö, and is more or less a replica of the *Aleppo* delivered by the Swedish yard in 1959.

Norwegian Tanker Orders

MR ANDERS JAHRE, the Sandefjord shipowner, recently confirmed that he had ordered a tanker of 80,000 dwt from Kieler Howaldtswerke to be delivered towards the end of 1963. (This will no doubt be the vessel chartered by Shell.) He has an option to fit the vessel with steam turbine or diesel machinery. He said also that in addition to the large tanker he has orders for three tankers of 51,000 dwt which have all been fixed on time charters for ten



A model of the new class of liner building for the Hamburg South America Line



SHELTERDECKER FOR FINNISH OWNERS

A B Oskarshamn's Varv have delivered the motorship "Hansa", 12,540 dwt, to Rederi A/B Hans von Rettig. Built as a closed shelterdeck vessel, the principal dimensions are length o.a. 487ft, length b.p. 441ft 9in, breadth moulded 61ft 6in, depth moulded to shelterdeck 39ft 6in and draught 29ft 11½in. The cargo capacity is 650,800 cu ft grain and 585,000 cu ft bale. The "Hansa" has fourteen 5-tons, two 10-tons and one 30-tons derricks. The main machinery consists of a seven-cylinder Gotaverken diesel engine, type 760/1300. This engine develops 6,350 bhp at 125 rpm and gives a speed of 15 knots.

years. These vessels will also be built at the Kiel yard, where a bulk carrier of 15,600 dwt will be completed for Mr Jahre this year. This vessel is also fixed on a long time-charter, while another bulk carrier of 20,000 dwt to be delivered by Kaldnes M.V., and due for delivery early 1963, is at yet unfixed. Thus Mr Jahre's fleet will be increased by something like 270,000 dwt during the next two or three years. He recently sold one of his whaling factory ships, the *Kosmos III*, with its whalecatchers and the quota allocated to the ship, to Japan.

There seems to have been more interest among Norwegian owners in tankers lately. According to the Norwegian Veritas semi-annual statistics, 145 vessels of all types, of 1,220,600 grt, were on order on 1 July last at Norwegian yards, compared with 144 vessels of 1,133,900 tons six months earlier. Of the 145 vessels ordered, 45 were tankers totalling 843,200 grt. Six months ago 39 tankers of 741,100 grt were on order. More tonnage was ordered by Norwegian owners during the first six months of 1961 than in the whole of 1960, according to a report from R. S. Platou A/S, Oslo. The total ordered was 993,050 dwt as against 978,800 dwt. Some 727,000 tons of the 1961 tonnage ordered is represented by 11 tankers of more than 50,000 dwt, and two of between 40,000 and 50,000 dwt.

American Shipping Notes

WHAT is to be the speediest vessel in the American merchant fleet, the Government-sponsored experimental hydrofoil ship *Denison*, has travelled 12 miles overland at an average speed of 1½ mph, though her designed sea speed is the equivalent of 70 land mph. The hull, completed at the Grumman Aircraft Engineering Corporation plant at Bethpage, Long Island, was moved by road in a 16-vehicle convoy to the Jakobson Shipyard at Oyster Bay, where it will be given its superstructure, its foils and its 20,000-hp gas turbine engine. Trials are scheduled for early next year. Meanwhile, it was disclosed that one of 28 private bidders to operate the hydrofoil ship was Moran Towing & Transportation Co., of New York, reputedly for a coastal service which would include Hampton Roads, Virginia.

A call for a free-world maritime federation to offset the rapid build-up of Communist shipping has been sounded by Clarence D. Martin, Jr, Under Secretary of Commerce for Transportation, in addressing the graduating class at the U.S. Merchant Marine Academy, Kings Point, Long Island. He said that if such a bloc were established it would consist of 146,484,000 tons of shipping of all types. Mr Martin said, "If we are to keep the nations of the free world from falling . . . we must be prepared to help

them. And this means that we must keep our lines of supply and communication open and ready."

Confirming the report already mentioned in this column, J. K. McLean, president of the Waterman Steamship Corporation, has stated that a \$13-mn re-financing plan is now being completed which will wholly divorce the line from McLean Industries Inc., and permit it to obtain an operating-differential subsidy from the Government. He said that Waterman's present management will purchase working control of the company, with the balance of the stock to be sold publicly.

World's Largest Motor Tanker

THE LARGEST motor tanker afloat is the *Olympus*, a vessel of 73,000 dwt which is at present fitting out at the Yokohama shipyard of Mitsubishi Nippon Heavy Industries Ltd, and is due for completion next month. This vessel, building for the Olympus Shipping & Trading Corporation, Liberia, will have a Yokohama-M.A.N. 12-cylinder engine of 840mm bore. It will develop 22,000 bhp at 115 rpm in service, and will have a maximum output of 25,000 bhp. The ship will have a speed of 16½ knots. Her overall length is 820ft, moulded breadth 113ft 6in, and depth 61ft 6in. Her draught will be 45ft 6in.

The owning company is a subsidiary of Idemitsu Kosan, the Japanese oil concern. It has been reported that when the ship enters service she will be on charter to Iino Kaiun, which firm will sub-charter her back to Idemitsu Kosan for use on the Persian Gulf/Japan route. Apart from her technical interest the ship has become of interest commercially, as for financing purposes she has been classified as an export ship, and is regarded as a test case in Japan. This feature of the building of the *Olympus* is the subject of comment on an earlier page.

The Albanian Merchant Fleet

A REPORT on Albanian transport published in Tirana makes much of the fact that the volume of goods carried in Albanian merchant ships nowadays is as much in two days as it was in the whole of 1938. However what this means in concrete terms can be deduced from the fact that the merchant fleet which carries these goods still numbers only four ships with an aggregate tonnage of some 11,000 tons, though against this must be weighed the fact that Albania has a total population of less than 1½ mn. The fleet is to be reinforced, during the period of the current 3rd Five-Year Plan (1961-65), by an ocean-going cargo ship of 5,000 tons. All the ships in question are, and will be, acquired from abroad; Bulgaria and the East German Republic being among the suppliers.



Rotterdam Harbour painted for Shell by Dutch Artist Theo Stradman.

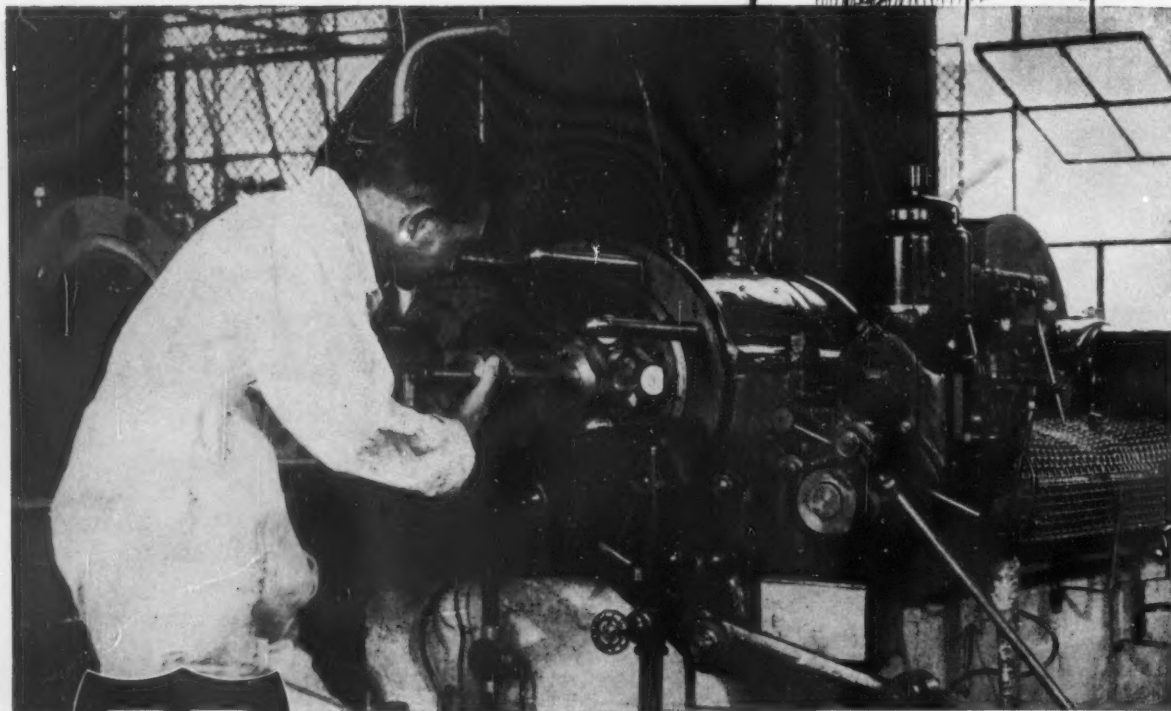
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A BP Technician checking cylinder bore after a test run on BP Energol Lubricants.



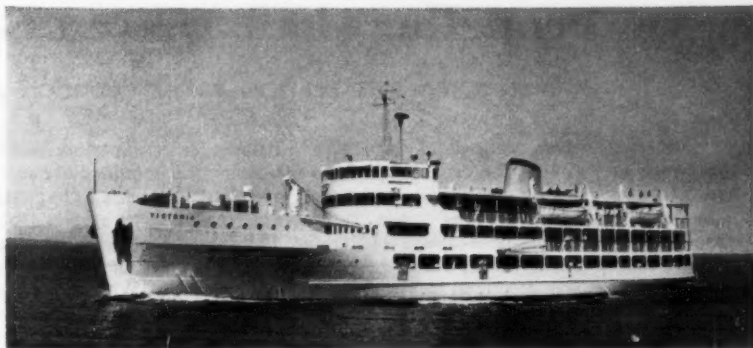
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GLASGOW-BUILT VESSEL ENTERS
SERVICE ON LAKE VICTORIA



THE passenger and cargo motorship *Victoria*, which has entered the Lake Victoria service of East African Railways & Harbours, is the largest ship on this African lake. The vessel was bolt-assembled by Yarrow & Co Ltd, Glasgow, dismantled and shipped to East Africa in more than 1,500 packing cases, and re-assembled at Kisumu.

The *Victoria* has been specially designed for the carriage of passengers in tropical conditions. She has a loaded displacement of 1,500 tons, is 261ft long with a beam of 40ft, and is so designed that her maximum draught when fully loaded will not exceed 9ft. Her service speed of 13¼ knots will enable her to make two voyages round Lake Victoria in a week, thereby providing a fast service between the major ports on Lake Victoria at a frequency similar to that now offered by the two existing steamers *Usoga* and *Rusinga*.

Cabin and lounge accommodation and deck space are provided for all classes of passengers and all accommodation is ventilated by the Thermotank system. The first-class passengers are accommodated in 18 two-berth cabins; there is also a spacious lounge bar and a dining saloon to seat 36 passengers. A fully equipped electric galley situated on the main deck serves the pantry adjoining the dining saloon. Second-class passengers are accommodated in 11 six-berth cabins and a separate cafeteria

has been provided for their exclusive use. The 500 third-class passengers are accommodated in two comfortable lounges equipped with upholstered seating. A tea bar serves hot and cold drinks and snacks and is conveniently situated to serve both the upper lounge and open decks.

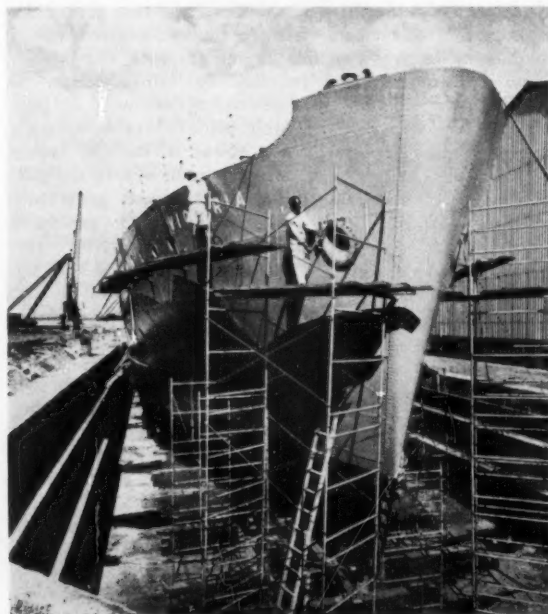
Although the ship is designed primarily for the carriage of passengers, provision has also been made for the carriage of some 5,000 cu ft of refrigerated cargo. For many years there has been an urgent need to provide proper facilities for the transport of milk, meat and other perishables to the more isolated towns situated on the Lake Victoria littoral, and the *Victoria* is equipped with carry all kinds of perishable cargo at temperatures down to as low as minus 5 deg F. Provision has been made for the carriage of up to 12 motor vehicles. These will be stowed below decks and, to enable them to be loaded and unloaded quickly and safely, an electric crane has been provided on the forward well deck.

The ship is powered by twin Crossley 10-cylinder diesel engines developing 850 bhp each, specially adapted for service in the tropics. To provide electric power two 125-kW electric generators by Lister Blackstone have been provided. The vessel is equipped with up to date navigational and lifesaving equipment.

Fleet Maintenance

One of the first passenger steamships operated on Lake Victoria was the *Kenya*, built at Glasgow in 1890 and shipped to Mombasa in packing cases, none of which weighed more than 70 lb—the maximum which could be carried by one man. The high standard of marine maintenance throughout the 60 years in which ships have been plying on Lake Victoria is reflected in the age of some of the ships still in service, typical examples being the *Sybil* (57 years), the *Nyanza* (54 years), the *Usoga* (48 years) and the *Rusinga* (47 years). The marine workshops at Kisumu, initiated in a very small way to assemble the first ship launched at the beginning of the century, have in the meantime been expanded so that today it is possible to undertake such a major project as the re-assembly and fitting out of a vessel the size of the *Victoria* without seriously affecting the maintenance of the remainder of the fleet.

In 1910 the marine flotilla consisted of four steamers, one tug and six lighters. Today on Lake Victoria there are six ships, eight tugs, 40 lighters, six launches and motor boats, four mobile craft and one suction dredger—a total of 65 units. The most important function of the Inland Marine Services of East African Railways & Harbours is to provide a link in the network of communications which serve the three East African territories of Kenya, Uganda and Tanganyika. In 1910 the Lake Victoria fleet carried 19,000 tons of goods and earned £29,000 but in 1960 the fleet carried 242,000 tons and earned £461,000.



Reassembling the hull at Kisumu

Propeller Shaft-Driven Generators

TWIN-SCREW INSTALLATION IN THE "LONDON INDEPENDENCE"

SHIPS with shaft-driven generators supplying auxiliary electric power at sea, with the drive taken from the intermediate propeller shaft by chain, belt, direct gear drive or through couplings, have proved quite satisfactory in service. One such vessel, the *Butmah*, 33,500 dwt, having an alternator of 175 kW driven from the propeller shaft by Texrope belting, was described in THE SHIPPING WORLD of 6 November 1957. Two other ships, the *London Majesty* and *London Victory*, both tankers of 18,000 dwt owned by London & Overseas Freighters Ltd, have been fitted with shaft-driven generators and were described in THE SHIPPING WORLD of 1 October 1958. In these two vessels the generators are built as part of the intermediate shafting.

London & Overseas Freighters Ltd then decided to install shaft-driven generators on their twin-screw oil tanker *London Independence*, 34,000 dwt, now under construction at the Swedish yard of Uddevalla A/B. In this vessel there will be two generators, one on each shaft. These have been built by the Sunderland Forge & Engineering Co Ltd, and it has been estimated that by installing these units the total saving in fuel costs, compared with diesel-driven generators of comparable output, will be of the order of £17 per day.

400-kW Load

The *London Independence* is powered by two 7,500-bhp Götaverken diesel engines running at a normal speed of 115 rpm. The estimated electrical load in normal service is 400 kW. The main reasons for deciding to fit shaft-driven generators are that the running costs are lower; such an arrangement is reliable and requires the minimum of maintenance and overhaul; and, as the main engines run on heavy fuel, it is not necessary to use the more expensive diesel oil—as it would be if diesel generators were the main supply source. Watchkeeping duties are less onerous and, in addition, electrical power can be provided without having to use valuable space to accommodate a diesel or steam-driven generating set.

Diesel generators, although reliable, are only able to burn light viscosity fuel, and require considerable maintenance from the ship's engineers in their early life and

from shore establishments when older. Turbo-generators require little maintenance but have a high fuel consumption. The main disadvantage of the shaft-mounted generator is that power is not available when the main engine is running below 70 rpm, so that it is of no value when manoeuvring.

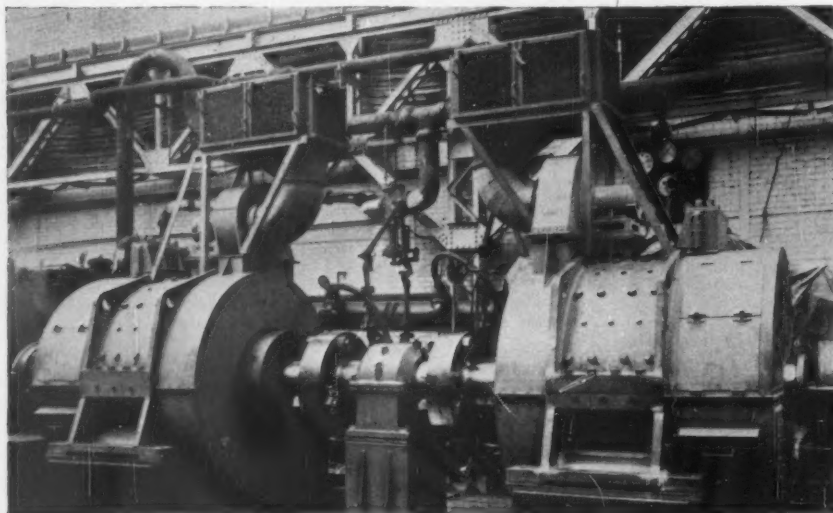
With the foregoing in mind, it was finally decided that the best arrangement would be to have a turbo-alternator capable of absorbing all the available steam produced by the exhaust gases from the main engines, with shaft-driven generating plant to make up the difference between this power and the total load. The possibility of all the power being derived from the exhaust gases was regarded as being most unlikely.

AC or DC

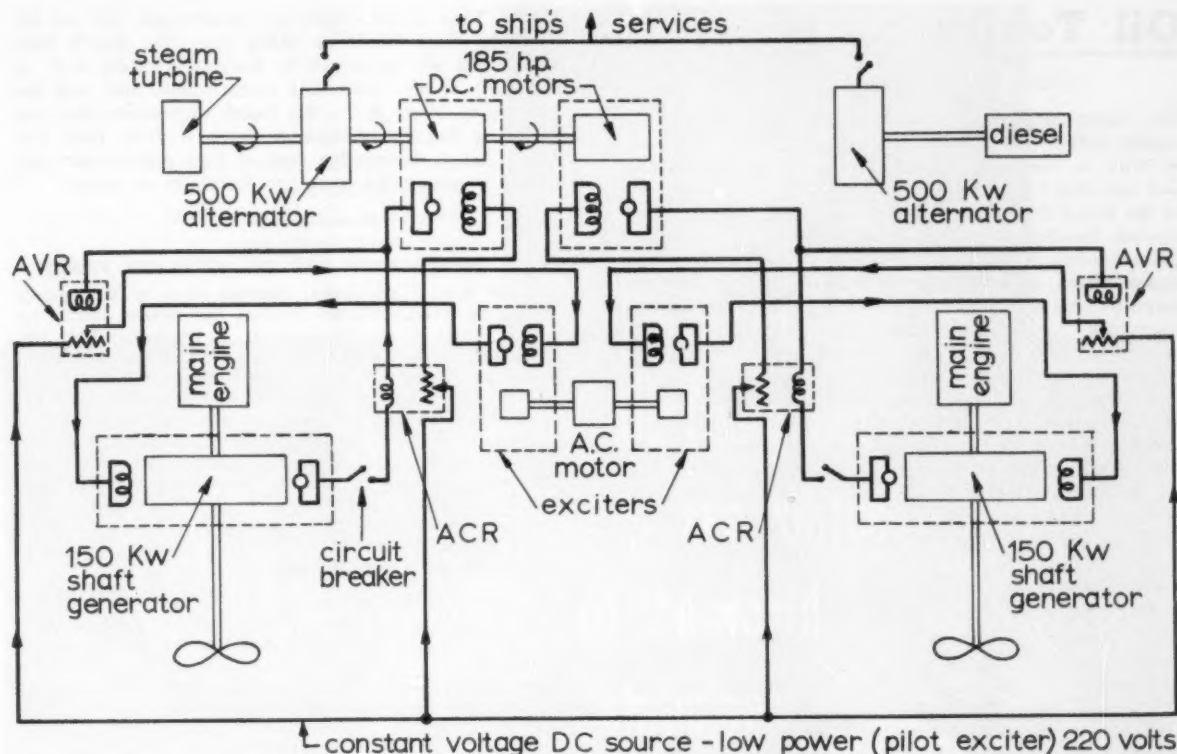
The choice of the shaft generating equipment now lay between AC and DC. It was thought that AC would be simpler, but it had the disadvantage of being of variable frequency. Furthermore, the builders of such machines were unable to offer an AC machine of suitable dimensions for mounting on the shafting aft of the main engine, because of the excessive diameter necessary with the large shafting. It would therefore be necessary to mount the generator at the forward end of the main engine with a shaft diameter commensurate with its power; but the engine builders objected to this arrangement because it would lead to excessive crankshaft torsional vibrations, so it was decided to use a DC generator.

The problem was now whether it was possible to parallel the output of two generators driven by separate main engines. Experience had been gained on the single-screw ships with shaft-driven generators controlled by Brown Boveri automatic voltage regulators, which indicated that even in bad weather the voltage could be controlled to within plus or minus 4 per cent. It was realised that to attempt to parallel the outputs of two separately-mounted generators would be most inadvisable. Consideration was then given to putting the output from the two generators in series, but this meant that the power obtained would be quite ineffective with one engine stopped.

The DC output was required to be converted to alternating current. A possible solution lay in splitting the power of the DC motor which was to absorb the output of the shaft generators by having each generator feed its own motor. The variations in speed of the electric motors due to the maximum anticipated voltage changes of 8 per cent could then be ignored. It was therefore decided that the two motors should be mechanically coupled in tandem and arranged permanently coupled to the turbo-driven alternator. This arrangement complied with the majority



The two 150-kW Sunderland Forge shaft generators rigged for a back-to-back test at the makers' works, one driving the other



Block diagram of the electrical generating plant in the "London Independence"

of the desirable features previously mentioned.

It was further considered that this arrangement should be the normal plant for operation at sea, and that emergency manoeuvring should be carried out by allowing the full load to be taken up by the steam turbine drive to the alternator without any disturbance to the auxiliary machinery. As a standby to the turbo-alternator and for port use, having economy both in the initial cost and operation in mind, it was considered that a highly turbo-charged diesel set would be the correct choice. The final arrangement thus comprised one 500-kW turbo-alternator having the alternator directly coupled to the two tandem 185-hp DC motors—the latter each fed from one 150-kW shaft generator; and one 500-kW turbocharged diesel-driven alternator.

Simple Layout

The basic circuit diagram is shown above, and it will be seen that the layout is extremely simple. The output from each shaft generator is coupled directly to one of the 185-hp motors through a circuit breaker giving overload and reverse current protection. The voltage from each shaft generator is maintained constant by an automatic voltage regulator (AVR) controlling the field of the exciter (one for each generator).

The power input to each 185-hp motor may be maintained at any desired value by the automatic current regulators (ACR) which control the field strength of the 185-hp motors, and thus their speed. If the power delivered is in excess of that required, the speed decreases and more load is therefore taken up by the turbine and less by the shaft generators. It is intended that this setting should be adjusted to give a steady steam pressure on the boilers supplying the turbines, and thus absorb exactly all surplus steam obtained from the exhaust gases.

BOOK REVIEWS

I Captained the Big Ships by Commodore R. G. Thelwell (Arthur Barker, 20 New Bond Street, London W1. Price 21s.)

This delightful autobiography by a former commodore of the Cunard Line deals principally with anecdotes about life on the large Atlantic liners. He joined Cunard soon after the First World War and sailed in the *Aquitania*, the old *Mauretania*, *Berengaria*, *Lancastria*, *Franconia*, the present *Mauretania*, *Britannic*, *Caronia*, *Media* and the two *Queens*. He discusses the passengers both famous and infamous, storms and accidents, crime at sea, stowaways and all the problems of social life and routine of the captain of a large liner. This is just the book for reading in bed or in the train.

On Desperate Seas by James Pattinson (George G. Harrap & Co Ltd, 182 High Holborn, London WC1. Price 14s.)

An unhappy crew in an elderly tanker, a cargo of industrial alcohol, four Americans drafted to the tanker as passengers to Archangel in a North Russian convoy, a German bomber which somehow manages to crash on the tanker's deck, and of course, plenty of action and sinkings, including the sinking of the tanker, an open boat in the Arctic and arrival on a barren shore; these are the ingredients of this thriller type novel. The theme is man's will to survive against all the odds, and there are plenty of those around. It makes thrilling reading, but everything seems to fall into place too easily, the heroes eventually getting through and all the villains dying one by one.

THE DELTA LINE has inaugurated a new steamship service by embarking passengers northbound from the Caribbean island of Curacao and carrying them to New Orleans. The company's passenger-cargo vessels, the *Del Mar*, *Del Norte* and *Del Sud*, will call at Curacao on their northbound voyages from ports on the East Coast of South America.

Oil Topics

SHELL SINGLE-POINT TERMINAL

THE FIRST single-point loading berth for ocean-going tankers ever to be used has been on trial during this year at Miri, in Sarawak. The tanker berth there is owned and operated by Sarawak Shell Oilfields Ltd, a company of the Royal Dutch/Shell group, and caters for the simultaneous handling of crude oil and bunkering. A single-point loading berth is essentially a buoy to which the tanker moors, and through which she loads or discharges cargo by means of pipelines swivelled at the centre of the buoy, the connection between buoy and shore being through submarine pipelines. A buoy of this sort is intended for use where sheltered berths alongside are for one reason or another impossible to provide, and where at present the normal practice is for tankers to moor fore and aft between buoys and pick up submarine pipelines. Mooring fore and aft in open water is often unpleasant for the ship and her company, and it is obviously preferable for the tanker to be free to swing round a single buoy, as has been achieved with the new installation.

Built in Holland

THE NEW Shell buoy, which is a prototype, was built in Holland by Werf Gusto in consultation with Shell marine and engineering advisers. It is 27ft in diameter and weighs 65 tons, is moored by eight 10-ton anchors, and is equipped to handle two grades of oil through three 12in floating pipelines connecting it to the ship. It was originally delivered to Sarawak in 1959, and was extensively tested during 1960. Following this it was decided to bring the buoy into operational service, in the first place as a bunkering/diesel oil berth, in order to gain experience. Use in the first half of the present year led to certain modifications being made, and it is now in use for crude loading and bunkering with encouraging results.

Comparison with Swedish Project

ALTHOUGH the Shell buoy is the first catering for large tankers, it is not in fact the first buoy of this type. It may be recalled that there is a Swedish development on similar lines known as the Imodco buoy (SW, 17.8.60). This was first successfully used by the Swedish Navy as a fuelling buoy in July 1959. A very large buoy, capable of handling tankers of 100,000 tons displacement and of accommodating several grades of oil simultaneously, was due to have been brought into use towards the end of last year at the Italian port of Ravenna. However there has been trouble in the laying of the submarine pipeline, and this buoy will not now come into commission until the coming autumn, at roughly the same time as another buoy of similar size will be commissioned at Fiumicino, near Rome. A further interesting development by the Swedish firm (whose name is AB International Marine & Oil Development Corporation) is a buoy to handle liquefied gas which is being installed at Messina. This is a smaller buoy, of 4½in diameter; and another of the same size is due to be commissioned as a bunkering buoy by the British Petroleum Company at Dalarna, a port in Sweden, in November.

Dutch Fleet for Gulf Oil

THE SECOND has been launched of the four tankers which are to make up the Dutch-flag tanker fleet of Gulf Oil. This vessel is the *Gulf Italian*. A ship of 45,750 tons deadweight, she is building in Germany by Deutsche Werft, where a second ship is also being built. The *Gulf Italian* is due to enter service in December. The two remaining vessels are building at Uddevallavarvet, in

Sweden. They are of 42,000 tons deadweight, and one of them—the *Gulf Swede*—is fitting out. The Dutch fleet of Gulf Oil will be owned by Nedgulf Tankers N.V., a subsidiary of the Gulf Oil Corporation, and will be managed by Vinke & Co, the Dutch shipowners who run a whaling fleet in addition to cargo services. Gulf Oil already has a Belgian-flag fleet of four product-carrying tankers, to which two more are shortly to be added.

FIRE PROTECTION FOR OIL STORAGE TANKS

AT the Rock Ferry tanker cleaning berth at Birkenhead, operated by Mersey Tunnel Services Ltd (owned jointly by Cammell Laird & Co (Shipbuilders & Engineers) Ltd, and Grayson, Rollo & Clover Docks Ltd), all the storage tanks are blanketed with inert gas to minimise the chances of fire. The inert gas, which is supplied by a 10,000 cu ft/hour oil-fired Holmes inert gas generator, is compressed to a pressure of 100 lb/sq in into a receiving vessel. The gas is normally supplied from this vessel through a reducing valve and needle valves which maintain the correct composition of gas in each tank. During pumping operations, however, inert gas is supplied from the generator. Two thermostatic valves are fitted in each of the six storage tanks, with a direct connection at 100 lb/sq in to the receiving vessel.

THE FIRST SHIPMENT to arrive at Boston's new liquid sulphur handling facilities has been delivered by the specially fitted T2 tanker *Louisiana Sulphur*. The sulphur is kept molten at 265 degrees in five tanks equipped with steam-heated coils. The new Boston terminal is a joint enterprise of the Freeport Sulphur Company and Eastern Gas & Fuel Associates.

RECENT SHIP SALES

MOTOR VESSEL *Saxon Star* (ex-Empire Strength, 9,210 dwt, 7,355 grt, 5,120 nrt, built Belfast 1942 by Harland & Wolff Ltd) sold by Blue Star Line Ltd to Greek buyers for about £117,500 with survey due subject to inspection.

T2 tanker *Celimene* (ex-La Mede, ex-Dobytown, 16,759 dwt, 10,705 grt, 5,898 nrt, built 1945 by Alabama Dry Dock & Shipbuilding Co) sold by Cie. Africaine d'Armement to New York Greeks for \$375,000 with early August delivery Marseilles. She is earmarked for conversion to dry cargo.

Motor vessel *Haarlem* (ex-Aruba, ex-Patricia, 6,260 dwt, 3,963 grt, 2,165 nrt, built Lubeck 1929 by Schiffs. H. Koch A.G.) sold by Kon. Nederlandsche Stoomboot Mij. N.V. to the Delegrazia Cia. Naviera S.A., Panama, and renamed *Agios Nicolaos II* under the Greek flag.

Cargo steamer *Birgit* (ex-Diana, ex-Kotka, ex-Zwijndrecht, 1,296 grt, 711 nrt, built Haarlem 1918 by N.V. Werf Conrad) sold by O/Y Danfin Shipping Ltd A/B, Helsingfors, to Finnish shipbreakers for about FMk11 mn.

Cargo steamer *Gerolamo Campanella* (ex-Alamak, ex-Boerhaave, ex-George H. Flanders, 10,650 dwt, 7,234 grt, 4,358 nrt, built 1943 at Portland, Ore, by the Oregon Shipbuilding Corp.) sold by Soc. di Nav. Tito Campanella, Genoa, to Polska Zegluga Morska and renamed *Huta Ferrum*.

Cargo steamer *Gudvor* (ex-St Therese, 3,720 dwt, 2,288 grt, 1,326 nrt, built 1928 by Swan, Hunter & Wigham Richardson) sold by D/S A/S Gudvin (H. Gjerpen), Oslo, to Greek buyers for £35,000 and to be renamed *Loukia*.

Motor vessel *Diana* (3,270 dwt, 1,921 grt, 1,009 nrt, built 1946 by Lindholmens Varv A/B) sold by Rederi A/B Tore Ulff A/B, Stockholm, to Italian buyers for about £80,000 with delivery Sweden end August.

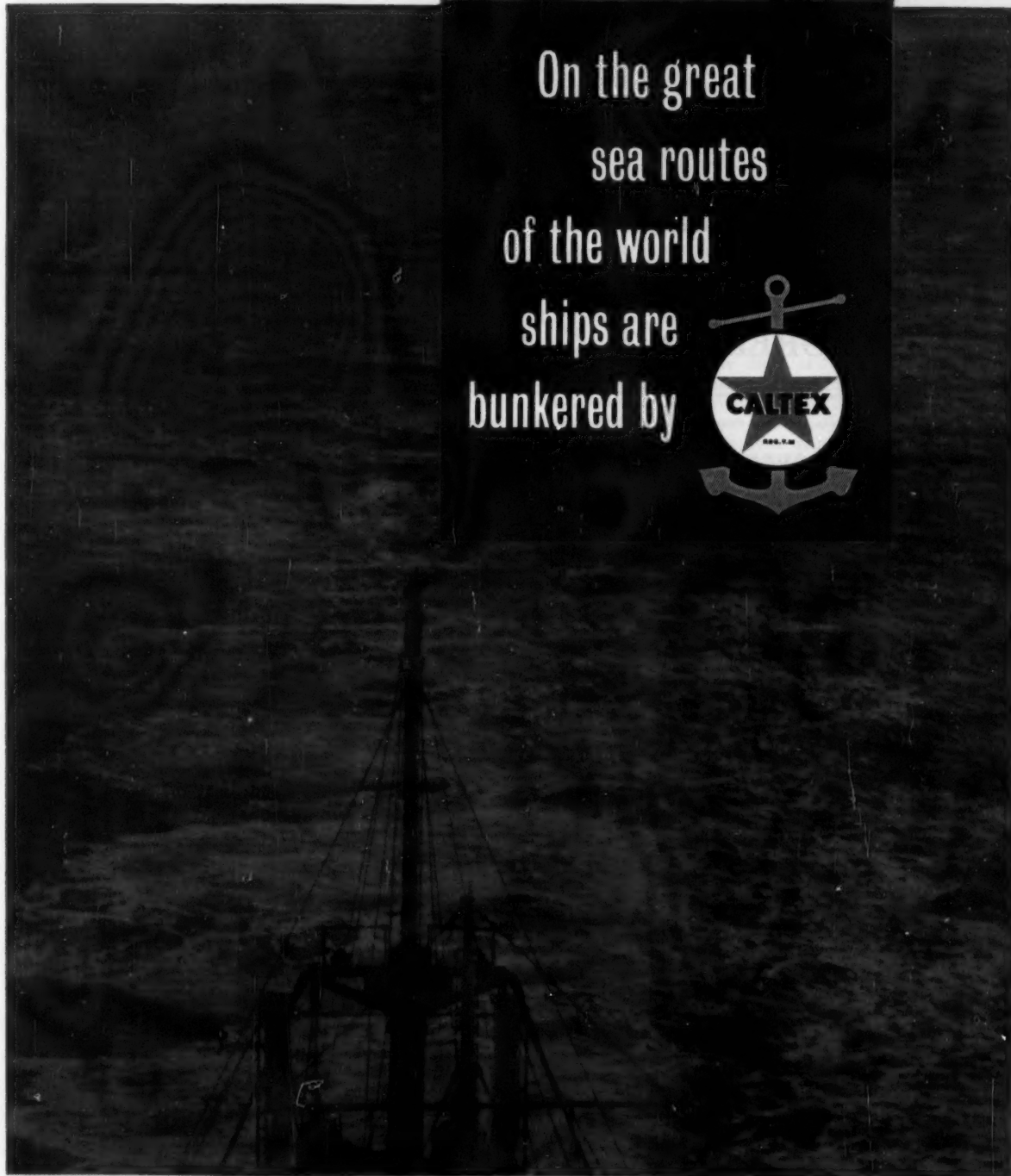
Cargo steamer *Rhaetia* (ex-Baron Dunmore, 6,597 dwt, 3,946 grt, 2,297 nrt, built Glasgow 1933 by D. & W. Henderson & Co Ltd) sold by Northern Shipping Co Inc., to other Liberian buyers and renamed *Arbon*.

Cargo steamer *Zafiro* (ex-Walter Scott, ex-Empire Scott, 9,120 dwt, 6,150 grt, 4,197 nrt, built 1941 by J. Readhead & Sons Ltd) sold by Lanena Shipping Co Ltd, Hong Kong, to other Eastern buyers and to be renamed *Oriental*.

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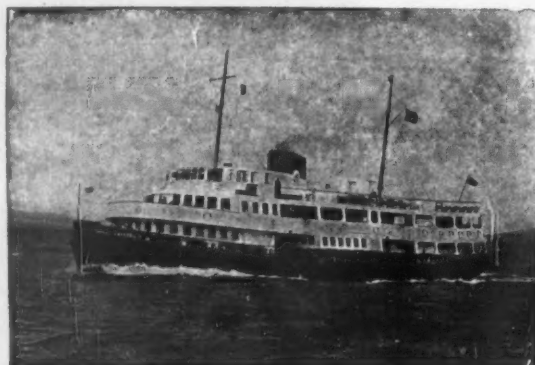
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A Gas Turbine Yacht

50-KNOTS VESSEL FOR MR NIARCHOS

THE gas turbine motor yacht *Mercury* which has been built by Vosper Ltd for Mr Stavros Niarchos was the subject of comment in *THE SHIPPING WORLD* some weeks ago, but it is a vessel which is worth a fuller description. As a yacht it is unique, both on account of its gas turbine propulsion developing 10,500 bhp, and also on account of the speed of over 50 knots which results. If hydrofoil craft are excepted, it must be the fastest merchant vessel in service. The main purpose of the yacht is to carry Mr Niarchos and his guests between Athens and his privately-owned island of Spetsaipoula, about 40 miles away, and it is for this route that the high speed was required. However the yacht can also be used for cruising, and there is an owner's stateroom with a double bed, as well as accommodation for three guests.

Both the design of the hull and the power plant are based on that of the *Brave Borderer* class of fast patrol boat, which was designed by Vosper in conjunction with the Admiralty. Like these vessels, the *Mercury* has a main propulsion plant consisting of three Bristol Siddeley Proteus gas turbines driving super-cavitating propellers. The auxiliary generating plant is also powered by gas turbines, these being of the Rover type, so that there is no piston machinery on board at all. There are three rudders, each operating in the wake of one propeller. As in the latest fast patrol boats, a hydraulically-operated flap, controlled from the bridge, is fitted projecting from the lower edge of the transom stern. This allows the trim of the craft to be adjusted to suit the prevailing weather conditions.

New Level of Performance

It was about four years ago that Vosper were asked by Mr Niarchos to design and build a fast yacht capable of 50 knots. At the time, although the *Brave* class of fast patrol boat was in the design stage, it was true to say no such performance had actually been achieved at sea. However the firm's proposal to Mr Niarchos, which was accepted, was to base the design on the *Brave* class. In view of the very advanced and to some extent untried

techniques involved in these craft, a condition of the contract was that if in the course of development of the naval craft teething troubles involving undue delay should occur, then it was open to the owner to stop work or delay completion. In fact, partly owing to delay in delivery of certain vital components and partly due to teething troubles, the construction was held up for some 18 months. However, following satisfactory trial running of the *Brave* class prototype the order to complete the *Mercury* was restored about February 1960.

In February of this year initial trials were carried out in the Solent-Spithead area, when 54 knots was achieved over the measured mile. The yacht was then delivered to Travemünde in Germany to the yard of Schlichting-werft where the owner's fittings, furniture and decoration were installed under the supervision and to designs by



An example of the accommodation—a guest's stateroom

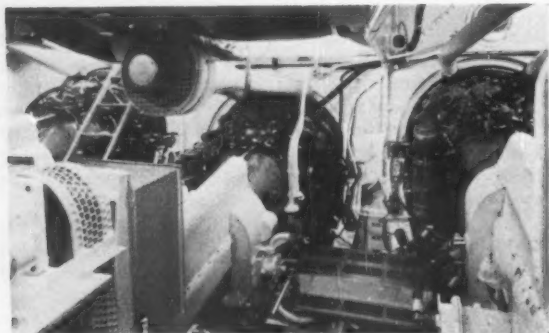
Professor Pinnau, who had acted in this capacity in the case of the owner's well-known schooner *Creole*.

The *Mercury* has an overall length of 102ft, waterline length of 90ft, and beam of 25ft. The main load bearing structure of the hull is of aluminium alloy welded throughout by the Argonarc or Argonaut process, and the bottom and sides are of double diagonal mahogany planking bolted to the frames. The deck is of plywood with teak glued on to it. The through fastenings are insulated by Tufnol bushes to prevent electrolytic corrosion. Water-tight bulkheads are of all-welded aluminium alloy. The bottom up to the waterline is sheathed with glass fibre to prevent soakage and attack by marine borers.

Laminated Deckhouse

The deckhouse structure represents quite a departure from the naval craft. Due to the shape, involving considerable curvature, it was decided after consideration of various alternatives that a wood basic structure made up of small glued laminations represented the best compromise, bearing in mind the requirements of both structural integrity and shape. To protect this wooden structure a coating of glass fibre laminate was laid overall by Halmatic Ltd. Besides forming an admirable weatherproof covering, this material gives an excellent finished surface.

Such matters as the security of panelling to the structure required more than usual care, as the basic hull

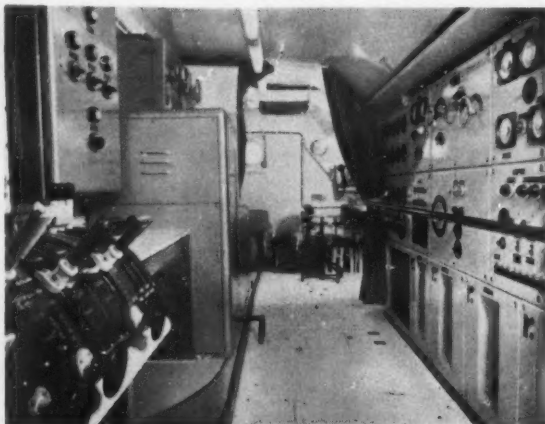


Inside the engine room, showing the drive ends of the three Bristol Siddeley Proteus gas turbines

structure will work in the course of running over a wave formation at sea. It is therefore necessary to ensure the cabin furniture can take account of this. Provision has to be made for air conditioning throughout, which involves ample battery capacity so that the plant can run through the night without the necessity for continued operation of a generator. The air conditioning system was carried out by Anton Kaeser of Hamburg.

The A.E.G. electro-hydraulic vane type of steering motor is installed integral with the stock of each rudder. The connection from the steering position on the bridge is by electric cable, and a Sperry auto pilot is fitted. The auto pilot can be remotely operated by a hand set capable of being plugged in either forward on the forecabin or aft, as well as on the bridge. By means of overriding push buttons the ship can be steered while the microphone in the hand set can transmit orders direct to the engine control desk.

The steering compass is a Sperry Gyrosin gyro magnetic compass. Other navigational equipment includes a Kelvin Hughes Type 14 Radar fitted with an azimuth



Looking to port in the control room. The engine controls and air conditioning panel are on the left and the main switchboard on the right, with the radio installation beyond

stabilised 9-in display, a Submarine Signal light-weight echo sounding equipment, and Chernikeef electronic log, specially designed for high speed working.

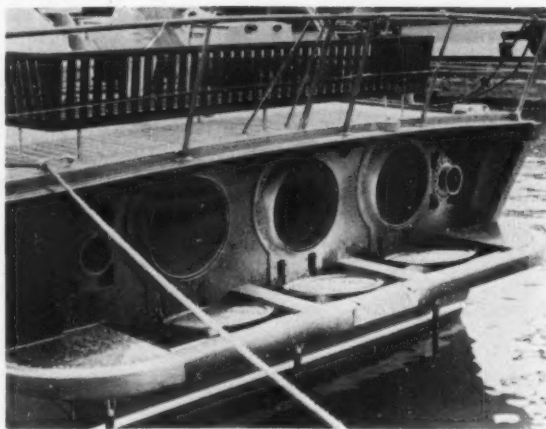
The main radio equipment consists of a 500-watts Standard Radio & Telefon transmitter feeding into whip aerials for medium and high frequency wireless telegraphy and telephony. This set is of sufficient power to give almost worldwide coverage on W/T. The receiver is by Siemens.

The set is equipped for duplex working (i.e. the operator can listen and speak at the same time, as on a normal telephone) with remote operating positions in the owner's suite and deck saloon. A V.H.F. set for radio telephony is also fitted. The domestic radio equipment, including a tape recorder and record player, is fitted for stereophonic sound in the saloon and on the bridge.

Two speedboats are carried aft, and are hoisted in by means of an electric capstan.

Accommodation

The owner's accommodation consists of a large combined sitting and dining room and a double cabin and private bathroom. There is one single and one double cabin for guests, with a shared bathroom. Accommodation is also provided for a crew of eleven officers and men.



The gas turbine exhausts discharge through the transom

John Brown and Company Limited

ENGINEERS & SHIPBUILDERS

Lord Aberconway's Statement

THE 97th Annual General Meeting will be held on September 1 in London. The following is a summary of part of Lord Aberconway's statement circulated with the report and accounts for the year ended 31 March 1961.

The Consolidated Profit before taxation was (to the nearest £1,000) £4,491,000, an increase of £846,000 over the previous year. Taxation absorbs £2,314,000 a greater proportion of the Consolidated Profit than last year.

Dividend Restraint

But for the Chancellor's appeal, your Directors would have proposed a higher final dividend than the recommended 7 per cent, less tax, which makes the same total dividend on last year of 11 per cent less tax. Your Directors strongly support the Chancellor's stand and regard, in the interests of their stockholders and employees alike, the maintenance of a sound and stable currency as of paramount importance. It is fully recognised however that because of sums retained in the business this year's 11 per cent represents a return to Ordinary Stockholders on their funds of 2.8 per cent after tax whereas last year's 11 per cent provided a return of 3 per cent after tax.

Shipbuilding and Land Boilers

Her Royal Highness The Princess Margaret honoured Clydebank on March 16 last by naming and launching H.M.S. *Hampshire*, a Guided Missile Destroyer. S.S. *Transvaal Castle* was launched in January 1961 and work on her continues with a view to handing over next December. The fitting out of these two ships, each requiring a special standard of finish, demonstrates Clydebank's resources in skilled and experienced personnel for this kind of work.

Two large tankers, each of 49,000 tons deadweight, *Derby* and *Kent*, were delivered during the year. Ships under construction on the berths include two tankers, of 50,000 and 68,000 tons deadweight respectively, a cargo ship and a frigate. Clydebank continues to be far from fully occupied, and has only two ships on order whose keels are yet to be laid.

Clydebank therefore greatly needs to win the order for the new Cunarder, for which tenders will have been submitted by the time this statement is circulated. Prospects of other orders for ships are poor. Therefore unless we win the contract for the new "Queen" it will be impossible to maintain continuity of employment, and to hold together Clydebank's skilled labour force; the yard will be severely under-employed, and basic overhead expenditure will not be covered. We have accordingly, after much earnest consideration, quoted a price which we hope will secure the contract in the face of what we are certain will be the most intense competition for an order yet known by the industry. The contract, if Clydebank secures it, will not be profitable; all that can be said is that viewing the interests of employees and stockholders alike, we shall be better off with than without it.

The competitive position of Clydebank, in common with other Scottish yards, is greatly worsened by the enormous increases in local rating valuation in Scotland announced this year. The assessment on the yard at Clydebank is increased no less than five-and-a-half times. In addition the remaining 50 per cent of indus-

trial de-rating will be abolished two years hence. Thus, even with the estimated reduced poundage, Clydebank's charge for rates in 1963 will be some £240,000, compared with some £13,000 in 1958. In addition, in common with all British yards, the increased burden of the new graduated pension scheme contributions reduces Clydebank's international competitiveness.

During the year John Brown Land Boilers Ltd. commissioned in the U.K. a total steam generating capacity of some 480 megawatts. A Consortium formed with Foster Wheeler Ltd. to operate in equal partnership on new contracts for central station boilers in the U.K. has been entrusted by the C.E.G.B. with the contract for four 350 megawatt boilers at Tilbury.

Machine Tools and Engineers' Tools

Wickman Ltd. experienced a continuing high demand for its machine tools, manufactured and factored and for its "Wimet" tools and started the current year with a record order book. The acquisition during the year of Coventry Machine Tool Works Ltd. added Covmac forging machines and Stirk planing machines to the already wide range of machine tools.

Firth Brown Tools Ltd. has had a very busy year in both its home and export trade and appropriate expansion schemes are in hand; the former Royal Ordnance Factory at Maltby has been bought, comprising over 300,000 sq. ft. of manufacturing area into which Hack Saws Ltd., a subsidiary of Firth Brown Tools, is being moved.

Webster & Bennett Ltd., owing to loss of skilled labour, was forced to reduce output but the position now is somewhat better. Orders for the new model of the vertical boring mill and the new 10 ft. diameter machine are encouraging.

Other U.K. Interests

Markham & Co. Ltd., has experienced a steady demand for its medium and heavy engineering products. Under an arrangement with Demag A.G. of Duisburg, Markham's are manufacturing part of the new beam rolling mill for South Durham Steel & Iron Co.

S. N. Bridges & Co. Ltd. has maintained its turnover of portable electric tools and has introduced domestic appliances under the name of "Luxury Life" which have been well received by the market.

Cravens Ltd. started delivery against its order for 464 light alloy cars for London Transport Executive and, despite considerable difficulties in reorganising the works and the labour force for this large contract, production is now running smoothly in line with the delivery programme.

C.J.B. Ltd. has had a difficult year in Persia and anxiety must continue as to the eventual outcome of contracts there.

Business in C.J.B.'s wide field of activity has been scarce and highly competitive but contracts in hand include a fertiliser factory in Northern Ireland, four chemical plants for U.S.S.R. and a lubricating oil plant in Western Australia.

Overseas Interests

The many overseas businesses in which the Company has interests have, in the main, operated satisfactorily but exchange restrictions, competition and other factors have made trading more difficult.

RECENT TECHNICAL DEVELOPMENTS

New Tube Profiling Machine

A NEW tube profiling machine which makes its own templates and can deal with the weld preparation of pipes from 3in to 12in dia has been developed by Hancock & Co (Engineers) Ltd, Progress Way, Croydon, Surrey. This standard machine will prepare branches, and an optional attachment is available for cutting the corresponding holes in the main pipe. The pipes may be set either at right angles to each other or at any other angle of take-off.

The machine works from templates made direct from drawings by means of a special attachment on the machine. These templates may be made from stock pipe and drawings are available to cover a complete range of standard pipe sizes and angles. A "library" of standard template drawings is supplied with the machine. The tube profiling machine is provided with a multiplying device, which means, for example, that the template for a 3in pipe at 45 degrees into a 6in pipe may also be used for a 6in into a 12in pipe at the same angle. The drive is by fractional horsepower motor with infinitely variable speed and the whole machine is self contained and may be easily transported.

Hydraulically-operated Cargo Valve

A SIMPLE yet extremely reliable hydraulically-operated valve system, for use not only in oil tankers or bulk carriers but also in passenger ships, is being marketed by the Telegraph Construction & Maintenance Co Ltd, Greenwich. Seen for the first time at the Engineering & Marine Exhibition at Olympia earlier this year, it incorporates a hydraulic ram connected to a modified Blakeborough "Flexi-Ring" rising-spindle gate valve fitted with a non-threaded spindle instead of a threaded type. Both the ram, which operates the valve, and the actuator for the valve position indicator are enclosed in an oiltight case which can be similarly protected against the ingress of water. Because the ram is set to close at one pressure (5,500 lb) and to open at a greater thrust (7,000 lb) the gate cannot jam in its wedge. The operating speed can be set to the customer's requirements.

The controller can be mounted on deck in any sheltered position with the valve position indicator adjacent to it. On the new class of large tanker a console, containing all the necessary switches, levers and indicators for operating the entire system by remote control, can be set up in the centre-



The Telcon hydraulically-operated cargo valve

castle or pump room area. The control levers can be placed in the operating position (open or closed) and left if necessary; at the end of the piston stroke the oil flow stops and no pressure is lost. By returning the lever to the neutral position, after the required valve gate position has been selected, a locked volume of oil holds the gate in that position so that it is impossible for it to close, under its own weight or to be forced open.

Valve position indication can be achieved either electrically or hydraulically, but because the use of an electric circuit, though intrinsically safe, is not acceptable to some fleet owners, the alternative hydraulic system is of more general application. The hydraulic actuator is of the piston type and is spring assisted to overcome the head of 50ft or more that exists in large tankers and ore carriers. A small pump connected to all the indicator lines ensures that the requisite pressure for an accurate reading is maintained.

Economy Pressure Gauge

A PRESSURE gauge, known as the "Clyde" Economy pressure gauge because of its low price, has been introduced by Buchanan Brothers Ltd, Commerce Street, Glasgow. It uses a tube with a conventional quadrant and pinion mechanism, the movement of the tube being transferred to the quadrant by means of a locating pin attached to the tube and moving in a slot in the tail of the quadrant. The gauge has a flange back and a brass lacquer finish as standard. A full range of British Standard Pressures from 60 lb/sq in to 600 lb/sq in is available, and the scale markings are of the Easiread type, first introduced by the company. The model just introduced is of 4-in dial size and the company plan to add a 2in and 2½in model shortly. Present price of the 4in model ranges from 17s 3d for quantities of 1,000 plus, and quantity delivery is currently four weeks.

New Interior Boat Finish

FOR lining the interior of glass-reinforced boats a new finish, known as Web Gel Coat, has been developed by Ferro Enamels Ltd, Wombourn, Wolverhampton. This coat, which is claimed to have excellent adhesion properties, can be applied by standard spray-gun equipment, only a small quantity is needed, and a wide colour range is available. Giving the appearance of a web effect, the Ferro Web Gel Coat blends well with the pigmented back lay-up resin. The Web Gel Coat is reduced with 5-10 per cent acetone and 3 per cent of a 50 per cent M.E.K. catalyst solution added, by weight of Gel Coat. This is well mixed and added to the pot of the spray gun. The coat is then sprayed on to the pigmented back lay-up at a distance of three feet. There is no trick or skill needed in the spraying of Ferro Web Gel Coats, as the gel coat leaves the nozzle in a web pattern.

High Temperature Thermometer

A NEW bi-metal high temperature thermometer specially designed for diesel engine exhaust gas and superheated steam temperature indication, is now being produced by the British Rototherm Co Ltd, Merton Abbey, London SW19. The new bi-metal high temperature thermometer is about one-third cheaper than its mercury-in-steel predecessor. It has a range of 200 deg F-1,200 deg F (100 deg C-650 deg C), is free from oxidation up to 1,400 deg F and can withstand temporary overloads. It comprises a self-compensating and shock-resisting multiple helix carried in a stainless steel stem. Dial sizes are 2½in, 4in or 7in dia, giving a scale length of 5in, 7½in or 14in respectively. Vertical or horizontal mounting is available and dials can be assembled at any angle. The head is pressure die-cast aluminium alloy for strength with lightness. A new flexible spring coupling eliminates gearing in vertical models. General specification is the same as for standard heavy-duty industrial models.

New Temperature Controllers

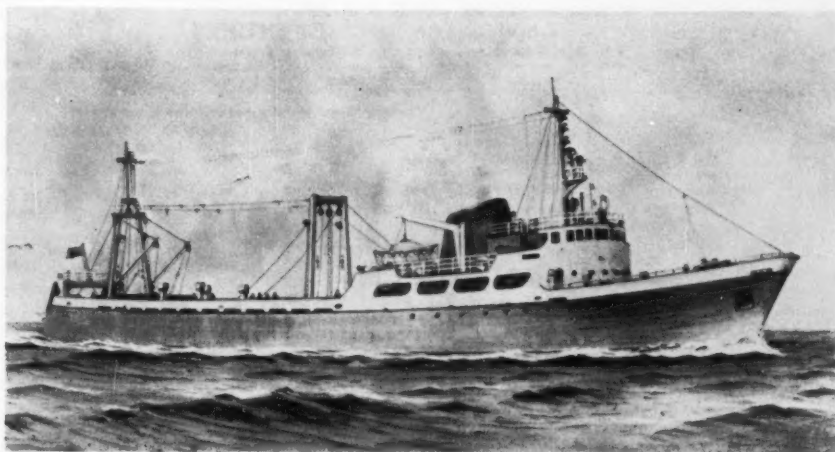
TWO new temperature controllers have been added to the range of mercury-in-steel instruments marketed by the British Rototherm Co Ltd, Merton Abbey, London SW19. The first, now in production, is a three-stage controller to operate on

rise or fall of temperature. It can be set, if necessary, to show a warning light, followed by an alarm bell, and with a complete cut-off of plant at the third stage. It can also be set to give a continuous warning. The controller is available in any range within the limits of minus 30 deg F to plus 1,200 deg F. It comprises a coiled alloy steel Bourdon tube, capillary and temperature-sensitive bulb; and can therefore be relied upon for accuracy and stability. The unit operates on a series of mercury switches. The thermometer pointer is arranged to allow full-scale indication.

The second new unit, now ready for production, is a temperature recorder-controller which will control between fixed differentials and record the temperatures on a chart. It consists of a chart temperature recorder with the addition of hand-set electrical contacts which operate a self-contained plug-in electronic relay unit for on/off control. The relay unit is of an approved design and uses transistorised circuits to reduce the operating current on the instrument contact. A latching operation is obtained by a positive mechanical action on the main relay, which is of the normal open contact type.

British Stern Trawler Order

ALL-REFRIGERATED VESSEL
FROM SCOTTISH YARD



RIGHT: The new stern trawler ordered from Hall, Russell & Co Ltd

AN ORDER for what will be Britain's biggest trawler—as distinct from a factory trawler—has been placed with Hall, Russell & Co Ltd, Aberdeen, by J. Marr & Son Ltd, Hull. She will be of the all-refrigerated, stern fishing type for use in distant waters. British yards have only recently entered the field of stern trawler building. Apart from the experimental *Universal Star*, completed in 1959, the first middle water stern trawler built in Britain, the *Atlantic Dolphin*, was launched only earlier this month for Stogram Trawlers, of Milford Haven.

The new ship now ordered will be slightly larger than the German-built *Lord Nelson* (SW, 12.7.61) which has half of her capacity refrigerated and the other half a normal wet fish hold. Comparative particulars for the two vessels are as follows:

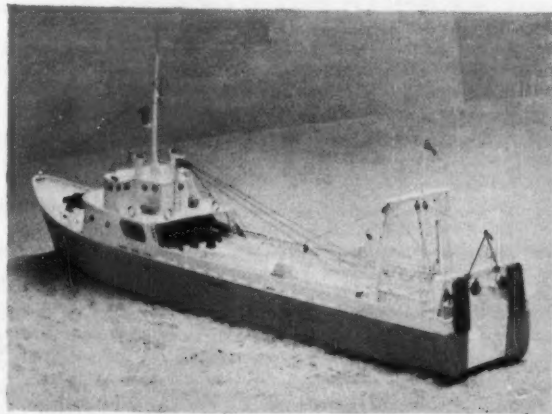
	"Lord Nelson" J. Marr vessel	
Length overall	238ft 10in	240ft
Breadth moulded	36ft 1in	38ft 6in
Depth to upper deck	23ft 3½in	26ft 3in
Fishhold capacity	250 tons	300 tons
Gross tonnage	1,226 tons	—
Main engine output	1,800 bhp	2,700 bhp
Auxiliary machinery output	314 bhp	—

The refrigerated fish hold of the new vessel will have sufficient capacity for 300 tons of frozen fish which can be handled at the rate of about 25 tons per day in special vertical plate freezers. Further capacity is available for blast-freezing large fish such as halibut. Special arrangements have been made to ensure that the catch can be quickly deposited in the tween decks, where all processing work will be carried out under sheltered conditions. Propulsion and electric generation will be by English Electric diesel-electric machinery with a total output of over 2,700 bhp. This is the second order received by Hall Russell in recent months which will be equipped with constant current diesel-electric machinery.

The new vessel has been developed after many months in cooperation with the design staff of the owners, and

it is an indication of the changes in the industry as it replaces a contract for a conventional side-fishing trawler which was cancelled last year.

Another trawler-building firm concerning itself with stern-trawler designs is Cook, Welton & Gemmell Ltd, of Beverley, Yorkshire. An illustration on this page shows a model of one design, which is clearly of a ship much smaller than the two discussed above. It is presumably a middle-water trawler, and of course is not a freezing trawler. The principal characteristics are that the machinery, accommodation and navigating bridge are well forward, thus leaving ample deck space for working the net. Space below the shelterdeck is provided for sorting, gutting and handling the catch. The trawl winch is also under cover at the after end of the superstructure, while the trawl handling gear is at the after end of the ship. Exhaust from the main and auxiliary diesel engines is via the two funnels incorporated in the deckhouse.



The Cook, Welton & Gemmell stern trawler design

NEW CONTRACTS

Shipowners	No. of Ships	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) × B. × D.(dft.)	Delivery	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Yards in Great Britain and Northern Ireland										
J. Marr & Son	1	Refrig. stern trawler	—	240 × 38.5 × 26.25	—	—	Diesel-electric	2,700	English Electric	Hall Russell
Overseas Yards										
U.S. Venezuelan owners	1 (562)	Tanker	50,800	754.67 × 102 × 50.9 (38.42)	1962	16	Tw.-scr. Pielstick diesels	17,920	Shipbuilders	Schliecker Werft
Govt of Australia	1	Bulk carrier	7,500	—	—	—	—	—	—	Evans Deakin & Co

LAUNCHES

Date	Shipowners	Ship's Name and/or Yard No.	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) × B. × D.(dft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Yards in Great Britain and Northern Ireland										
July 6	B.P. Tanker Co	Hadhirah (151)	Tug	(40)	—	—	Diesel	—	—	Dorset Lake Shipyard
July 29	Cairo Fishing Co (Norrard Trawlers)	Argo of Pembroke (409)	Trawler	(320)	—	—	Diesel-electric	—	—	James & Stone
July 31	Aberdeen Near Waters Trawlers	Monnafield (898)	Trawler	(225)	—	—	Diesel	—	—	Hall Russell & Co
Overseas Yards										
July 5	Kosei Kaun K.K.	Hokusei Maru No. 3 (186)	Cargo	(2,990)	—	—	Diesel	—	—	Osaka S.B. & E. Co
July 18	Yamashita Kisen K.K.	Yamaaki Maru (3927)	Cargo	12,600 (9,300)	—	—	B & W Diesel	—	Shipbuilders	Hitachi S.B. & E. Co
July 19	Burgeo Trawlers (Mr S. Lake)	Burhawk (1447)	Trawler	(250)	—	—	Diesel	650	Werkspoor N.V.	Scheepswerf Boot, Leiden
July 22	Cie. Generale Transatlantique	Fort Fleur d'Epee (313)	Refrig. cargo	6,000 (5,000)	346.1 × 51.9 × 36.1 (21.42)	17	Doxford diesel	7,800	Shipbuilders	Ch. et At. de Provence
July 22	Polish Ocean Lines	Kochanowski (481)	Cargo	10,350 (7,200)	444.33 × 62.33 × (28.33)	16.5	Diesel	7,800	Sulzer Bros	Brodgradiliste "3 Maj"
July 22	Einar Rasmussen	Polyrover (536)	Bulk carrier	16,000 (11,000)	486.5 × 69.2 × 41(30.5)	16.5	B & W diesel	7,130	Shipbuilders	Akers M.V.
July 22	Stamers Rederi A.S.	Trollgar (644)	Cargo	13,700 (9,000)	452.75 × 62.9 × 41.33 (30)	15	M.A.N. diesel	6,750	Shipbuilders	Verolme United Shipyards
July 22	United Levant Lines	Terica (76)	Cargo	3,100 (2,450)	252.33(276) × 43 × 26	13	6-cyl G.V. diesel	2,250	Shipbuilders	Empresa Nacional "Elcano"
July 23	Hamburg-Sudamerikanische	Cap San Augustin (1144)	Cargo	10,300 (9,500)	473.9(577) × 70.25 × (28.25)	20	M.A.N. diesel	11,650	Shipbuilders	Kieler Howaldtswerke
July 25	Shinnihon Kisen K.K.	Tosasharu Maru (3928)	Cargo	11,800 (8,900)	—	—	M.A.N. diesel	—	Kawasaki	Hitachi S.B. & E. Co, Innoshima
July 28	States Steamship Co	California (551)	Cargo/pass.	12,840 (12,700)	528(565) × 76 × 44.5 (29.9)	20	Geared turbine	19,250	—	Newport News
July 28	Mobil Oil Reederei	Egmont (898)	Tanker	50,000 (31,600)	703 × 104 × 50.2(38.9)	16.25	Geared turbine	17,840	Shipbuilders	Bremer Vulkan
July 29	American Export Lines	Export Builder (526)	Cargo	10,200 (10,000)	470 × 73 × 42.2(27)	18.5	Geared turbine	12,500	—	National Steel & S. B. Co
July 29	I. M. Skaugen	Skaavaag (1538)	Bulk carrier	24,500 (15,800)	551.2 × 75 × 46(31)	15.5	M.A.N. diesel	9,000	Shipbuilders	Mitsubishi S.B. & E. Co, Nagasaki
Aug. 3	A.S. Ughlands Rederi	Margarita (182)	Cargo	16,300	485 × 65.33 × 38(29.75)	—	6-cyl diesel	4,500	Gotaverken	Oresundsvarvet
Aug. 3	A. F. Klaveness & Co A.S.	Roseville (537)	Cargo	9,500	415 × 58 × 38.75(28.75)	17	6 cyl B & W diesel	7,500	Shipbuilders	Eriksbergs
Aug. 8	Nedgulf Tankers N.V. (Gulf Oil Corporation)	Gulf Italian	Tanker	45,760	696(743) × 101 × 49.5	17	Geared turbine	19,250	—	Deutsche Werft

TRIAL TRIPS

Date	Shipowners	Ship's Name and/or Yard No.	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) × B. × D.(dft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Yards in Great Britain and Northern Ireland										
Aug. 15	British & Burmese S.N. Co	Pegu (1142)	Cargo	9,300 (6,500)	470 × 59.75 × 38	14	4 cyl H & W/B & W diesel	5,250	J. G. Kincaid	Lithgows
Aug. 9	Bank Line	Leverbank (1638)	Cargo	10,270 (8,700)	450(483) × 62.5 × 38.5 (20.5)	15	6 cyl B & W diesel	5,800	Shipbuilders	Harland & Wolff, Belfast
Overseas Yards										
July —	A. H. Mathieson, Oslo	Beatrice (1106)	Bulk carrier	22,650 (14,600)	534.75(563.67) × 73.5 × 46.58(33.58)	15.25	7-cyl M.A.N. diesel	7,200	Shipbuilders	Kieler Howaldtswerke
July —	Oivind Lorentzen	Mundogras Brasilia (369)	LPG tanker	8,900 (7,000)	392(430) × 64 × 35(27.1)	15	6-cyl G.V. diesel	4,500	Shipbuilders	Fredriksstad M.V.
July —	Sidermar S.A., Genoa	Auriga (1565)	Bulk carrier	19,200 (12,785)	531.5(573.67) × 68.58 × 43.43(30.42)	15.5	7-cyl Fiat diesel	7,300	Shipbuilders	Ansaldo S.A., Leghorn
July —	VEB Deutsche Seereederei	Zeitz	Tanker	11,500 (8,000)	—	—	Diesel	—	Russbij	Admiralty Shipyard, Leningrad
July —	Soc. Navale Caennaise Union Navale	Calymene	Ore coal carrier	15,750 (10,600)	469.2(498.67) × 65.67 × 41.2(27.95)	14	Two 9-cyl Pielstick diesels	5,760	S.E.M.T.	At. et Ch. de Bretagne
July —	Universe Tankships	J. Louis (84)	Bulk carrier	32,500 (20,000)	635 × 90 × 51.1(34.58)	15.75	Geared turbine	12,500	G.E.C.	National Bulk Carriers
July 12	Surrey Shipping Co	Tilapa (889)	Refrig cargo	6,250 (6,738)	415(451) × 59.33 × 36(26)	17.5	Geared turbine	8,500	De Laval	Bremer Vulkan
July 17	Mississippi Shipping Co	Del Ora (945)	Cargo	10,980 (11,000)	482(516.25) × 70 × 45 (28)	18	Geared turbine	9,000	Westinghouse Elec. Corp	Avondale Marine Ways
July 26	J. Lauritzen	Ritra Dan (665)	Cargo	3,700 (3,000)	288.67(318.33) × 46.5 × 26.25(21.75)	13.5	5-cyl diesel	2,900	Burmeister & Wain	Werf de Noord
July 27	Rederi A.B. Hans von Rettig	Hansa (361)	Cargo	12,700 (8,797)	441.75(487) × 61.5 × 39.5(29.95)	15	7 cyl diesel	6,350	Gotaverken	Oskarshamn Varv
July 29	Thos Entz Tankers	Elizabeth Entz (1336)	Oil Ore carrier	36,000 (23,000)	673.25(711.5) × 91.25 × (35.5)	15.75	Geared turbine	12,700	Shipbuilders	A. G. Weser, Bremen
Aug. —	A.S. Athene v Jorgen Bang	Atalante (470)	Tanker	40,500 (26,800)	665(699.5) × 97 × 49.25 (36.58)	17	12 cyl M.A.N. diesel	16,200	Shipbuilders	Kockums M.V.

MARITIME NEWS IN BRIEF

THE death has occurred of Mr C. J. Bass, director and secretary of Sir William Reardon Smith & Sons Ltd and its associated companies Reardon Smith Line Ltd and the Leeds Shipping Co Ltd. Mr Bass joined the firm in 1923 and had been director and secretary since 1951. Mr R. S. Randell has succeeded Mr Bass while Mr C. R. Chatterton has been appointed assistant secretary. Mr L. E. Howells, who joined the firm in 1923, has been appointed a director of the three companies. Captain W. Lawday has been appointed assistant chief superintendent to Mr T. K. Watson.

Mr A. D. M. BOYD has been appointed a vice-chairman (executive), and Mr G. L. Hunter managing director, of the Richardsons Westgarth & Co Ltd group.

Mr H. DESMOND CARTER has been appointed chairman of the British Internal Combustion Engine Manufacturers' Association for the coming year. Mr C. F. Barnard has been appointed vice-chairman. Mr Carter is chairman and managing director of Crossley Brothers Ltd, while Mr Barnard is the executive vice-chairman of Mirreles, Bickerton & Day Ltd.

Mr S. T. TILLEY, commodore chief engineer of the P & O fleet, is retiring after 37 years with the company. For the past four years he has been chief engineer of the liner *Iberia*.

Mr P. C. NYHOLM has been appointed as head of the European office of the Georgia Ports Authority, with his headquarters in Brussels. In the past year and a half the Georgia ports agency has also set up trade solicitation offices in New York and Chicago.

Mr J. A. SUTTON has been appointed a director of Stephens Sutton Ltd, managers of the Wharton Shipping Co Ltd, the Thomasson Shipping Co Ltd and the Avon Steamship Co Ltd.

Mr D. W. SOUTER and Mr. D. C. Souter have been appointed joint managing directors of W. A. Souter & Co Ltd.

* * *

THE widest floating drydock in the world is now in service at the Sun Shipbuilding & Dry Dock Co shipyard. There are only six in the world longer. The first ship raised on the completed structure was the *Pennsylvania Sun*, a 50,000-dwt tanker owned by Sun Oil Co. The new dock, 775ft long and 140ft between wing walls, has a lifting capacity of 38,000 long tons. The dock has many unique features. Adjustable concrete keel blocks and hydraulic bilge blocks make precise pre-setting unnecessary. Once a vessel is lined up on the dock the bilge blocks are set automatically from the control house on the west wing wall. A ramp leads into the dock from the shore, admitting wheeled vehicles to the floor of the dock which is flush, permitting vehicles and staging to move freely. A gantry crane of 23½ tons capacity moves on rails on each wing of the dock.

NEARLY 82,000 Norwegian sailors serving in the Norwegian Merchant Fleet last year paid altogether more than £5 mn in taxes out of a total gross income of well over £40 mn. In addition, foreign crews in Norwegian ships paid nearly £500,000 in taxes to Norway.



MR G. H. J. MUNRO has been appointed a director and general manager of Aircraft-Marine Products (Great Britain) Ltd. Mr Munro joined the company in 1957 as sales manager and has had over 20 years experience of specialised selling in the electrical industry. Before joining the company he was responsible for home sales with Acheson Collard Ltd. A.M.P.'s new factory at Port Glasgow is to be opened by the Secretary of State for Scotland on September 25.

Mr H. Z. CARTER has been elected president of Avondale Shipyards Inc, of New Orleans. Mr Carter had been executive vice-president. Mr S. P. Stone, a vice-president, is now executive vice-president and Mr E. H. Fletcher is now vice-president for engineering.

THE DEATH has occurred of Mr H. Gordon Kaye, formerly of Kaye, Son & Co.

Mr W. G. BROWN, general manager of the Tyne Improvement Commission, has retired after completing 49½ years' service with the Authority.

Mr J. L. PRIJS, general manager in West Africa for the Holland West Afrika Lijn N.V., has been appointed assistant general manager in the head office of the company at Amsterdam.



MR PETER B. BINSTED, managing director of Gulf Oil Marine Agency at Antwerp, has been appointed manager of transportation of Gulf Eastern Company in London. Mr Binsted served in the Royal and Merchant Navies, and then in 1947 followed a career ashore in shipping before joining Gulf in 1957. Mr W. C. Brodhead, departmental coordinator of transportation in the Pittsburgh headquarters of Gulf Oil Corporation, has been appointed manager of the Marine Department in succession to the late Mr C. F. Van der Clute. Mr Brodhead will have his office in New York.

A PORTUGUESE shipbuilding group is negotiating with Dutch and Swedish shipbuilding interests for the establishment of a new shipyard at Lisbon. The Portuguese group, headed by the Naval interests, is negotiating with the Nederlandsche Dok- en Scheepsbouw Mij., Amsterdam, the Dok & Werf Mij. Wilton-Fijenoord, Schiedam, the Kockums Mek. Verkstad shipyard at Malmo, and the Eriksbergs Mek. Verkstad shipyard at Gothenburg for joint operation of the new yard.

THE N.V. Stoomvaart Mij. Nederland and N.V. Koninklijke Rotterdamse Lloyd will open a joint monthly shipping service from New Zealand to Europe in October.

AUSTIN & PICKERSGILL LTD are to enlarge one of their building berths to allow the construction of ships of up to 28,000 tons. At present the yard is limited to ships of 24,000 tons.

THE Liberian ore carrier *Ore Meridian* has sailed from San Juan for Japan with a cargo of 50,325 tons of iron ore from Peruvian mines. It is believed to be the largest cargo of its kind to be carried across the Pacific in a single ship.

A TOTAL of 1,408 ocean-going vessels, of which 439 were British, entered the port of Hong Kong during the second quarter of this year. In the same period 440 British ocean-going vessels cleared port as against 945 ocean-going vessels operating under foreign flags.

CONSTRUCTION is expected to start within the next few months on a new lighter quay at Freetown, Sierra Leone, east of the present deep-water berths at the Queen Elizabeth II Quay.

A NAVAL ARCHITECT from the Netherlands is en route to Peru for the UN Food and Agriculture Organisation (FAO) to assist in the conversion of two boats into fishery research vessels for use in the Pacific. He is Paul Knoops of Rotterdam. The project is being carried out with the aid of the UN Special Fund.

Admiralty List of Lights, Volume M. 1961, is the first of a new series which has been designed to make these aids to navigation easier to use and to correct. Volume M, replacing Volume 12, is now available, and Volume A, replacing Volume 1 and covering the British Isles, will be on sale shortly.



NEW TONNAGE FOR HOPEMOUNT SHIPPING COMPANY

The cargo ship "Hopecrest", 12,000/14,000 dwt, has been completed by Barclay Curle & Co Ltd, one of the Swan Hunter group of companies, for the Hopemount Shipping Co Ltd, also in the same group. The principal dimensions are length overall 501ft, breadth moulded 63ft 6in, depth moulded to upper deck 41ft 1in and draught 27ft 7in. For cargo handling there are two 5-tons derricks and ten 10-tons derricks and a 50-tons derrick at the main mast. The propelling machinery consists of a Barclay Curle-Sulzer diesel engine having five cylinders and developing 7,500 bhp at about 119 rpm.

BRITISH SHIPBUILDING will be represented on a 20ft by 10ft stand in the British Court of the New Zealand International Trade Fair in Wellington from August 22 to September 9.

CELCURE LTD, wood preservative manufacturers, are moving to Kingsway House, Kingsway, London WC2 on September 1.

* * *

NEW appointments have been made by the Merchant Navy & Airline Officers' Association, and some reorganisation of duties of other officials has taken place. Mr D. Carmichael becomes assistant general secretary. He is now the only head office official, apart from Mr D. S. Tennant, the general secretary, who has been with the organisation since it was founded in 1936. Mr J. G. K. Gregory has accepted an appointment with British United Airways concerned with personnel and industrial relations. In succession to Mr Gregory, his assistant, Mr S. R. Smith, has been appointed National Secretary (Air). In future, the London District Secretary, Mr E. T. Williamson, will undertake administrative duties connected with the district, and Mr C. P. Mitchell has been appointed Organising District Secretary, London.

APPROVAL IN PRINCIPLE has been given by the U.S. Department of Commerce to an application by Olympic-Griffiths Lines Inc., of Seattle, for ship construction loan and mortgage insurance on two 3,600 grt roll-on roll-off type container ships planned for the Pacific Coast trade. The new ships are planned with an overall length of 430ft, 68-ft beam, 17½-ft draught, 352,000 cu ft hold capacity, and 18-knots speed. The design calls for carriage of 200 containers 8ft wide, 8ft deep, and 20ft in length, of which 30 will be refrigerated. Deck stowage of 75 vehicles is also in the plans.

THE INSTITUTE OF WELDING is organising its first large-scale exhibition at Buxton next year, in connection with its spring meeting there. Displays and demonstrations which have been features of recent Institute meetings will be expanded into a specialised exhibition of welding and the allied processes and techniques.

THE PORT OF Tangier is to become a free port from next January. Construction work to extend the port has been started at a cost of 10 mn francs (about £720,000). Monetary exchanges inside the free port will be free from restrictions; modern shipyards will be built; and plans to industrialise the area will be carried out.

THE UNDERMENTIONED DATES have been agreed for the Institute of Marine Engineers' annual meeting and functions during the 1961/62 session: Annual conversaciones, December 1 and 15 December 1961 at Grosvenor House; annual dinner, 9 March 1962 at Grosvenor House; annual general meeting, 17

April 1962, at the Institute; Guild House charity ball, 27 April 1962, at Grosvenor House. In addition, the Institute is organising an International Conference for Marine Engineers to be held in London from 7 to 12 May 1962.

THE BRAZILIAN government-owned shipping company, Lloyd Brasileiro, has established regular service to Mozambique and five Indonesian ports.

FIFTY YEARS AGO

From THE SHIPPING WORLD of 16 August 1911

The marine aeroplane is the natural and inevitable development of the land aeroplane, and in course of time it may even prove to be the more important. It is intended to be as much at home on the sea as the other is on the solid ground, and with this object in view it is provided with floats designed to enable it to navigate, rise from, and descend upon, water. Already a successful type of machine has been evolved, and considerably more than a year ago what is known as the Fabre hydro-aeroplane made its first flight at Martigues, France. The Fabre aeroplane has a depth of about 6 ft, and an area of nearly 280 square feet. A 50-h.p. seven-cylinder Gnome engine drives an 8½ ft. two bladed propeller at 1,100 r.p.m. The total weight in flight is 950 lbs., giving a loading of 3.4 lbs. per square foot.

The second Italian Dreadnought, *Conte di Cavour*, was launched at Spezia on the 10th inst., in the presence of the King, the Duke and Duchess of Genoa, the Ministers of Marine and War, the local authorities, and an immense gathering of the public. The ceremony passed off most successfully. The King subsequently visited the first Dreadnought, *Dante Alighieri*, which is almost ready to be commissioned.

Messrs. Lamport & Holt, Ltd., are rapidly completing their arrangements for the inauguration of the new monthly passenger service between Liverpool and the River Plate. The three liners of about 12,000 tons each, which are being specially built for this service, are named respectively the *Vandyck*, the *Vauhan* and the *Vestris*, the first of which is nearly ready for her trial trip, and is announced to sail from Liverpool on October 5.

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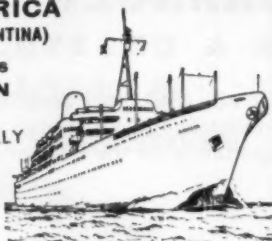
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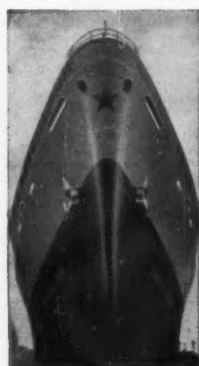
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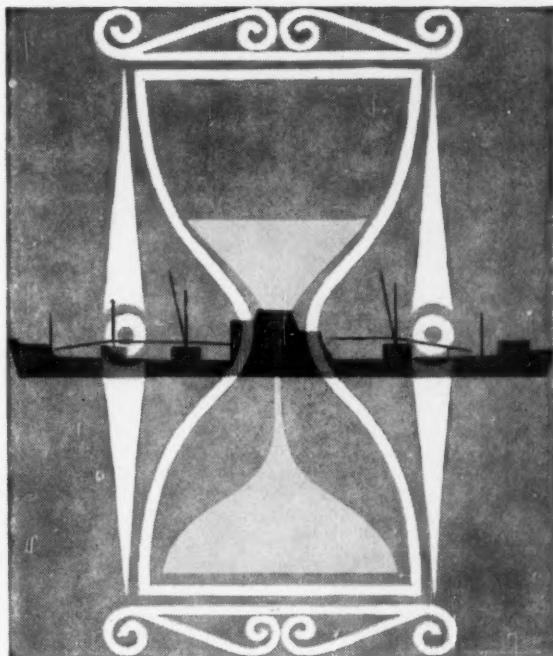
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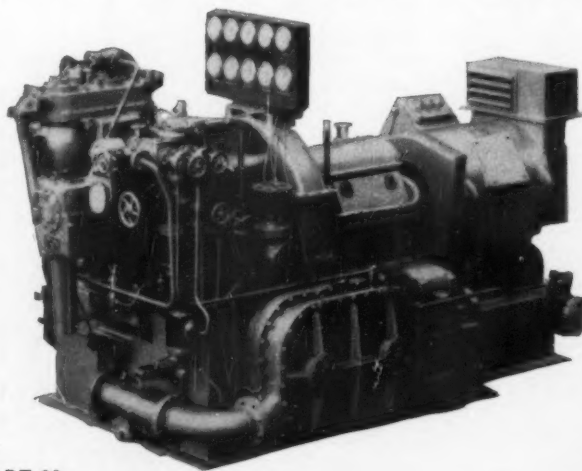
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